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The

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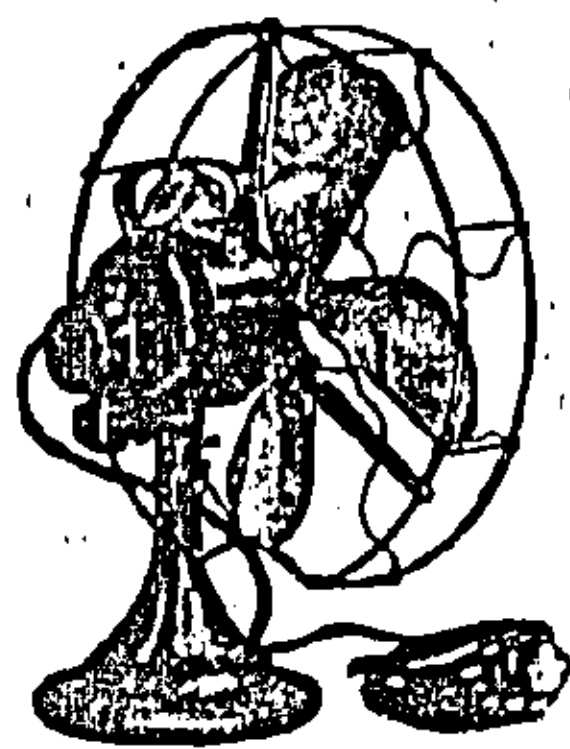
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EXTRADITION.

**COUNCIL ON PRIVILEGES OF
DEFENCE.**

Yip Tim, described as a native of Tse Kam district, in the prefecture of Waichow, appeared, on remand, before Mr. E. W. Hamilton at the Central Magistracy yesterday afternoon, on an application for his extradition on charges of armed robbery and kidnapping.

Mr. Hin-shing Lo, instructed by Mr. J. T. Prior, of Messrs. Wilkinson and Grist, appeared for the fugitive. Before the case commenced, Counsel asked leave to make some observations with regard to the question of the requisition, these being, firstly, that a requisition was a necessary precedent to the commencement of the extradition proceedings, and, secondly, that it was the practice of the Court to permit the defendant to note that the terms in which it was made out were in consonance with the facts, the Crown proposed to put forward during the Court proceedings.

Continuing, Counsel said that privilege extended to the defence of reading the requisition, had been continued until the beginning of last year. Then a case concerning a writ of habeas corpus, in which he was interested, came up before Mr. Justice Wood, who did not then say the defence should not have the privilege of reading the requisition. But, subsequently, when what was known as the Five-Eyed Bridge extradition case came before Mr. R. E. Lindell (the then Chief Magistrate), the Assistant Attorney-General took advantage of a portion of his Lordship's judgment to ask the learned Magistrate not to allow the defence to read the requisition.

Established Practice.

Counsel now argued that, according to established practice, requisitions of that nature were always read by the defence, the necessity for this being in the peculiar conditions in the interior of China. The official native procedure in the interior of China, as Counsel understood it, was that the moment the crime was committed, the party or parties concerned would make a report to the local Magistrate, and the Magistrate in his turn would report to the authorities in Canton, where the proper records of the crime were kept. As soon as the man was arrested in Hong-kong, there should be no delay in sending down the requisition in due course. Such a requisition therefore became a necessary precedent to the commencement of the Court proceedings, as by being enabled to read the terms in which it was set out a test was obtained, in the interests of the defence, of the correctness of the story of the crime with which the fugitive was charged.

For the Crown, Mr. L. R. Andrews referred his Worship to section 8, of the Extradition Ordinance, No. 7, of 1899, which states that "a Magistrate may also issue his warrant for the apprehension of a fugitive criminal on such information or complaint as would, in his opinion, justify the issue of a warrant if the crime had been committed in the Colony." Mr. Andrews regarded that Section quoted as giving the Crown the necessary powers. In fact, the fugitive had been brought before the Court on a warrant which was issued by his Worship on information given by Chief Detective Inspector Reynolds, who, in his turn, received it from witnesses who had come from the same place as the fugitive; and also on the strength of a letter from the Commissioner of Foreign Affairs, at Canton.

Issued on Local Information.

The warrant was, therefore, issued on the information contained in the letter and that from Mr. Reynolds. There was no question of requisition in this case,

so far. Sub-Section 2, of Section 8, limited his Worship's powers only to this extent, that the fugitive criminal apprehended on a warrant so issued should be discharged by the Magistrate, unless the Magistrate, within such time as, with reference to the circumstances of the case, he might think reasonable, received an order from the Governor signifying that a requisition had been made for the surrender of such fugitive criminal.

That sub-section, said Mr. Andrews, allowed the Crown to proceed on the warrant upon which the fugitive had been brought before the Court. The Crown was entitled to do so until his Worship had come to the decision which was pointed out in the sub-section. On that, he submitted that the proceedings were perfectly regular.

Mr. Lo said that while he acknowledged that his Worship, without the receipt of the Governor's order, might issue a warrant on sworn information under the somewhat pressing circumstances indicated, still he (Counsel) maintained that the requisition was a necessary precedent to the commencement of the hearing of the case. So far as the issuance of a warrant on sworn information was a means of bringing the fugitive before the Court, he raised no demur, but in proceeding with the hearing of the case without the necessary preliminary of a requisition, he objected strongly to the procedure as being irregular.

An Old Crime.

The warrant issued by his Worship pending an order from the Governor must of necessity be only a provisional one, assessed at its best value. The crime referred to occurred as far back as two years ago, with so much happening since that period to confuse the facts. He (Counsel) had instructions to call the charge a trumped-up one, on the part of the witnesses who were going to give evidence.

Mr. Hamilton indicated that he had the requisition before him, but informed Mr. Lo that although he had no objection to showing it, he thought the procedure somewhat irregular.

His Worship later said as far as the Court was concerned, he had over-ruled Mr. Lo's objection to his not being allowed to read the requisition. Before the Court adjourned, after formal evidence of arrest had been taken, his Worship directed the Crown's representative to look up the points raised by Mr. Lo's objections.

The charges upon which the surrender of the fugitive is sought, accuse the fugitive of leading a force of 70 or 80 bandits into the village of Shek Ma Kok on May 4, 1926, and there engaging in an orgy of plunder, the loss through theft for a number of people who will be called as witnesses, as a result of the raid, being put at \$3,800.

Nine people, of whom three were women, were, it is alleged, kidnapped by the fugitive and taken to his village. They were kept there for eight days, when they were freed, on ransom amounting to \$2,800 being paid.

Evidence will be given to show that at this point one of the witnesses offered a reward of \$1,000 for the arrest of the fugitive. A raid was carried out by the military on the headquarters of the bandit gang, and they were dispersed. The fugitive who was a man of considerable substance, escaped, but his houses were burnt down by the soldiers. In the operations against the bandit village, nine or ten of the gang were killed.

Recently information was received that the fugitive was in hiding in Hongkong, and upon a warrant being issued by the Magistrate, the fugitive was arrested in Autumn district, New Territories.

The case was adjourned until Monday morning.

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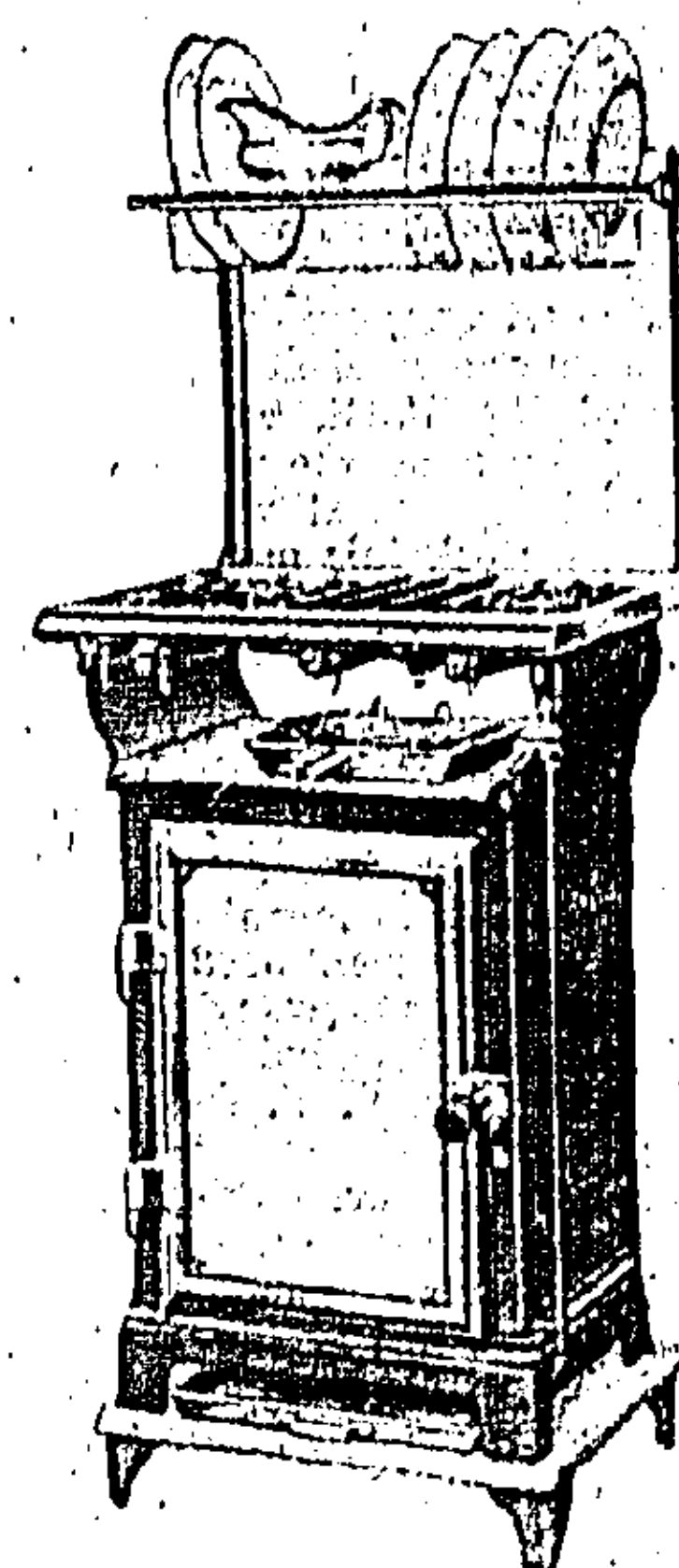
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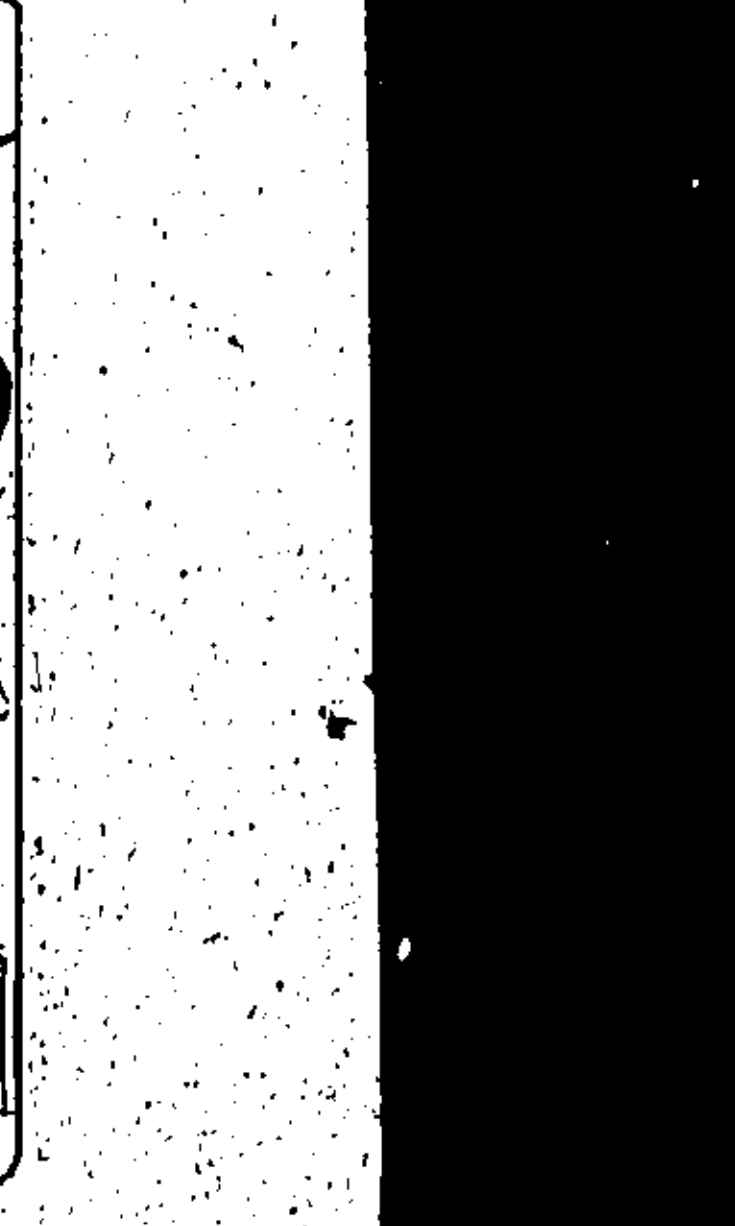
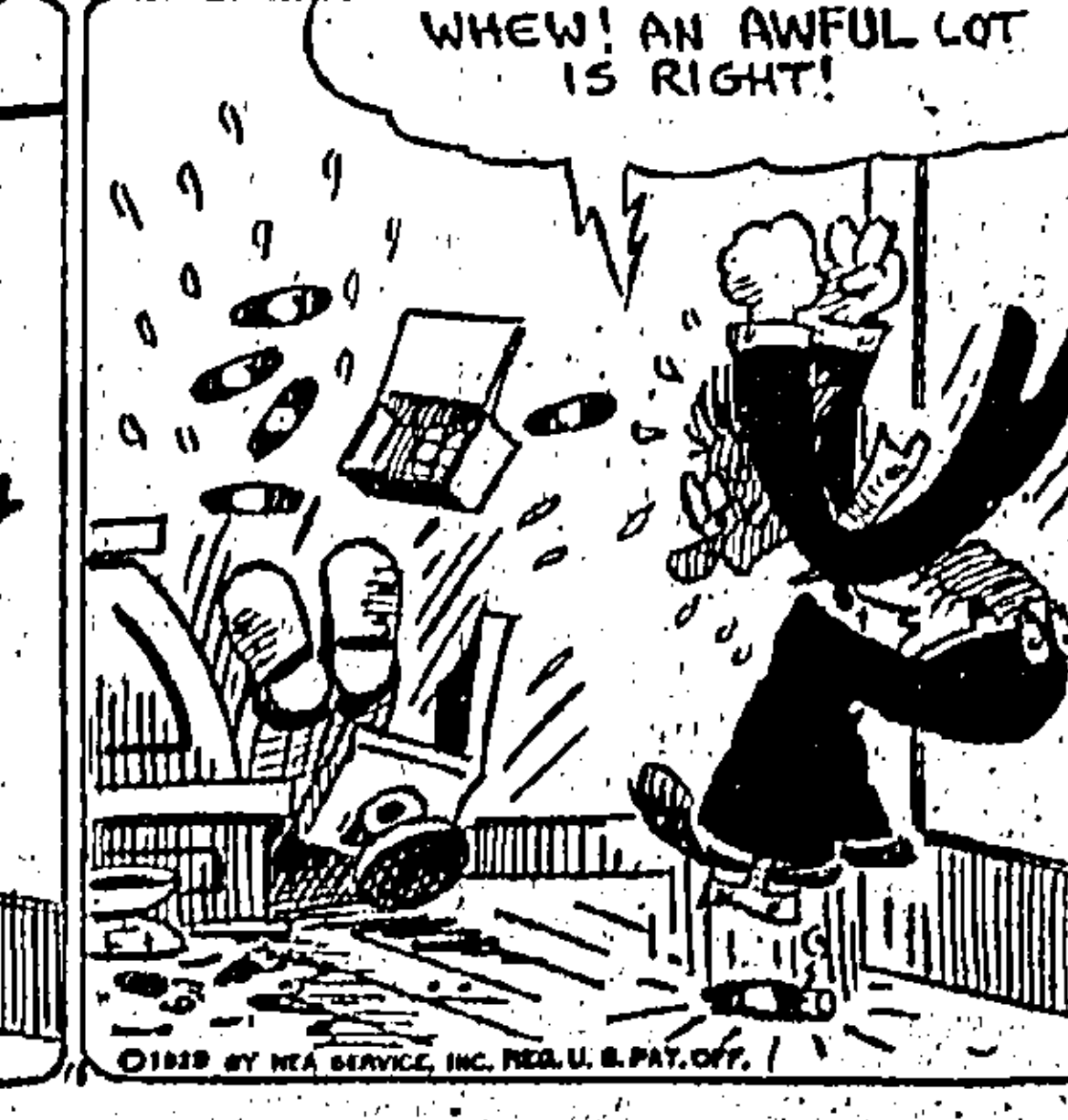


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THE DISSOLUTION OF PARLIAMENT.

THE SPEECH FROM THE THRONE.

London, May 10.
The Speech from the Throne on the dissolution of Parliament refers to the ratification of the Kellogg pact, and the Duke of Gloucester's mission to Japan "as a pledge of friendship uniting two countries in the determination to co-operate in a peaceful settlement of international questions both in the Far East and all over the world."

It alludes to the recognition of the Chinese Government; expresses the hope that internal peace will soon be restored in Afghanistan, to permit of a resumption of normal friendly Anglo-Afghan intercourse; and states that new hope of an early achievement of further naval disarmament is held out by Mr. Gibson's speech at Geneva, "of which my Government has not been slow to express appreciation."

Indian Affairs.

It prays for success to crown the labours of the Simon Commission; and announces that in pursuance of the Imperial Conference recommendations in 1926, arrangements have been made for a meeting in London in October of an expert committee on the operation of Dominion legislation, also a sub-conference on merchant shipping legislation.

The speech says that unemployment continues to cause anxiety, but a substantial improvement has occurred and now there are good grounds for the belief that we are moving towards a higher level of employment all over the country. The derating scheme and reorganisation of local government promise widespread benefits, particularly to basic trades.

Reference to China.

Later, in the reference to China, His Majesty said he hoped events in China would continue to improve gradually, and progress towards more stable conditions.

He was glad it was possible that full recognition could be accorded to the National Government at Nanking, and a treaty could be concluded recognising the principle of complete tariff autonomy.—Reuter.

LOCALLY BUILT.

VESSEL FOR PHILIPPINE COASTAL RUN.

Built by the Kwong Pook Cheong Shipbuilding Co. for a Manila shipping firm, the s.s. Ntra Sra Del Rosario left for the Philippines on Thursday afternoon under the command of Capt. Cornelius Joaguin who had under him a crew of 20 Filipinos. To be delivered to her owners on reaching Manila, she left the port in ballast.

In the last quarterly return of vessels under construction in local shipyards, the s.s. Ntra Sra Del Rosario was given as having been specially built for the Philippine coastal run.

The First Question The Doctor Asks.

Constipation is the cause of much ill-health. That is the reason why it is the subject of the doctor's first enquiry, for he knows constipation must be corrected before any real progress can be made toward recovery.

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WUCHOW ELECTRICITY

CURRENCY DEPRECIATION CAUSES A CRISIS.

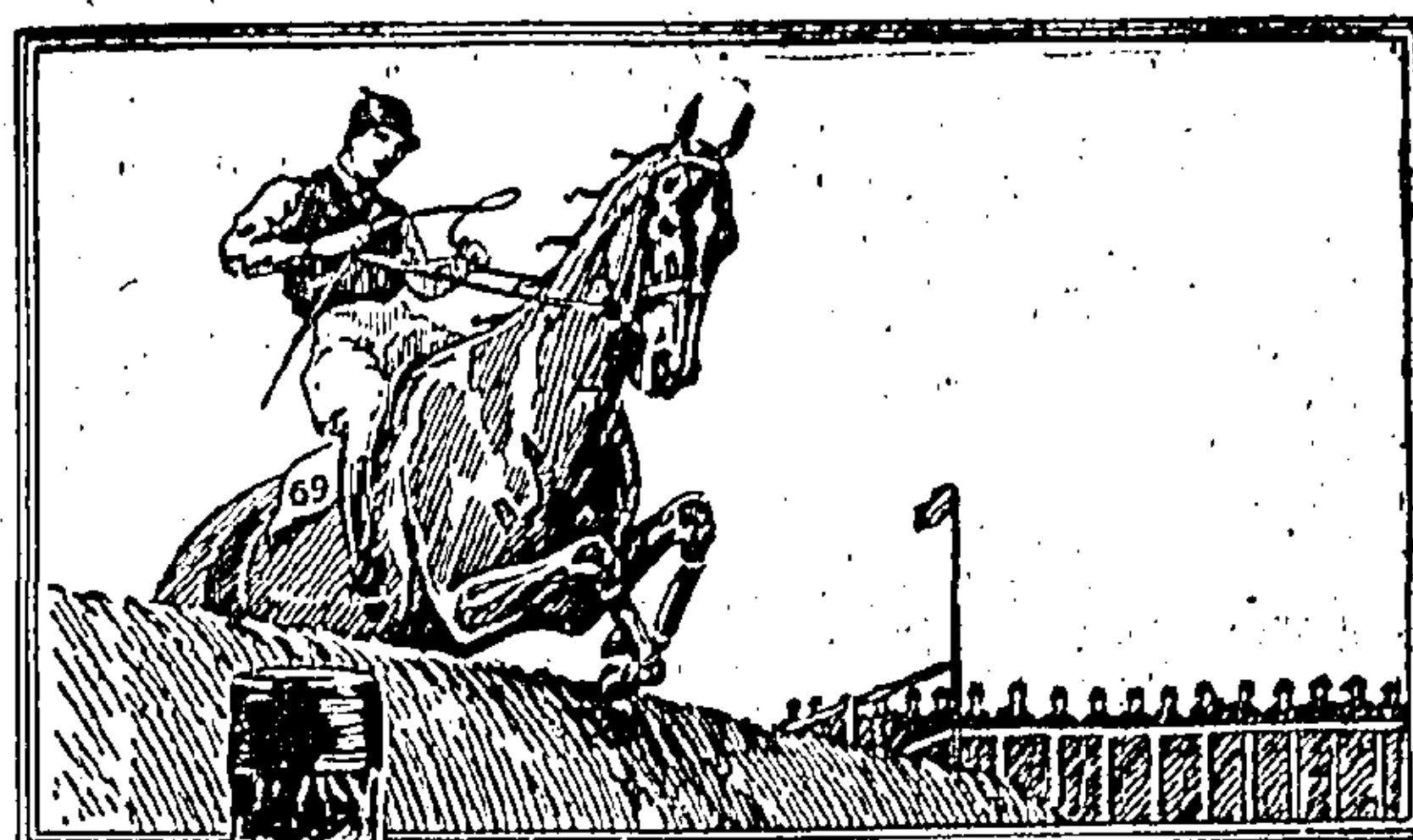
During the present financial crisis in Wuchow, the Electric Works operated by the Municipality has suffered a great deal. The tariff is charged at 32 cents Kwangai notes per K.W.Hr., which at the present exchange of 300, is only a little over 10 cents Hongkong currency. This may be the lowest rate prevailing in China. The Municipal authorities advised the Director of the Electric Works not to revise the tariff at present, in order not to burden the people and to support the credit of the Kwangai Bank. Therefore, they are working very hard in meeting the situation.

The staff and workmen have suffered great loss also in the depreciation of the Kwangai paper, because most of them came from Shanghai and Canton, and are paid in Kwangai paper. In comparison with the Customs staff who receive Halkwan Taels for salary, and with the Post Office staff who receive big dollars (Mexican), the electric workers are poorly paid. The Director of Works is making proposals to afford them some relief.

The Electric Works have so far maintained a good service for the past year, running 24 hours every day. They use crude oil as fuel. From the beginning of the month, the Asiatic Petroleum Co. and Standard Oil Co. refused to extend monthly credit to the Works, and asked for Hongkong notes in cash, for the delivery of the fuel oil. The Electric light people are doing their best to buy Hongkong notes even at the exorbitant rates. The future is uncertain.—Contributed.

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New Advertisements

HONGKONG JOCKEY CLUB.

NOTICE.

The Half Yearly General Meeting of Voting Members will be held in the Jockey Club Room, Hongkong Club Annex, on Friday, 17th May, 1929, at 5.10 p.m.
By Order,
C. B. BROWN,
Secretary.
Hongkong, 30th April, 1929.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-eight Ordinary, General Meeting of Shareholders will be held at the Office of the undersigned on **THURSDAY, the 23rd May, 1929, at Noon**, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1928.

The Share Register and Transfer Books will be closed from the 9th to the 23rd May, 1929, both days inclusive.

JARDINE MATHESON AND CO., LTD.,
General Agents,
Hongkong, 2nd May, 1929.

CHURCH NOTICES.

To-morrow Sunday of the Ascension.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, May 12, 1929, The Sunday after Ascension Day. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Mattins 11 a.m. Preacher: The Rev. H. V. Koop. M.A. Evensong 6 p.m. Preacher: The Rev. N. V. Halward M.C., M.A.

Union Church, Kennedy Road, Sunday, 12th May, 1929, Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. J. C. Knight. Hymns 182, 754, 49, 295. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Hymns 86, 713, 295, 896. After the evening service the Fellowship Hour for servicemen.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Adam and Fallen Man." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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MRS. S. UZUNOYE
Expert Masseuse
87, Queen's Road C., 2nd floor.

A farewell tea party will be given to Prof. W. J. Hinton by the members of the Law and Commerce Society to-day, at 4 p.m. in the Union Assembly Room, Hongkong University.

RETURN SEASON

THE
BANVARD ENGLISH COMEDY COMPANY

COMMENCING
SOON AT THE

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **TUESDAY, the 14th May, 1929, commencing at 11 a.m.** at the old kitchen of The Hongkong and Shanghai Hotels, Ltd., Des Voeux Road, Central, One Refrigerator, complete with Compressor and Condenser "Two C.O. 2 Plants Compressing 5 tons" complete with Brine Pumps, Pulleys, Piping, Gauge Board, Shafting, Belting, Evaporators and Condensers.

One Potato Peeler complete with Motor on Top.
One Conservator.
One Compartment Flour Bin. also
Marble Top Table, Wooden Top Tables, Garbage Table, Decolite Top Table, Wooden Sink, Gas Cooker, Ice Boxes, etc., etc.
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On View from Monday, the 13th May, 1929.

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Men's Headwear Stylists.

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CONCORD**

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On Sale Everywhere

HUSBAND AND SHOT WIFE.

"TOLD HER I COULD NOT CARRY ON."

A verdict of Suicide while of unsound mind was returned by the Paddington Coroner recently at the inquest on Mrs. Honoria Adelina Gordon, wife of Captain Charles Gordon, who was found shot in a friend's flat in Leinster-square, Bayswater, on Monday night.

Captain Gordon said that he lived at Swiss Cottage, Box Hill, and was employed in a shop in Regent-street. He was not the owner of the shop.

His wife, who was 35, had suffered from nervous storms, and he said that he had been troubled by her for some time. She had been a doctor for her nerves, and another doctor, whom she saw about her throat, diagnosed trouble in the head.

They came to London on a recent Monday morning, he said, and went to an address in Ebury-street, Victoria, where they had occupied a flat which they were leaving.

He left his wife there and saw her again at 6.30 with a Mrs. Martin and her daughter, he said. They stayed there a little time. The purpose of their visit was to get servants. They left Ebury-street and went to a flat in Leinster-square, where they had a discussion about the time of their return to working and decided to have dinner and drive to Dorking afterwards.

After dinner, he said, he wanted to hurry off, but his wife said she wanted to telephone. She went into the front bedroom to get to the telephone, when Mrs. Martin called him into the sitting-room adjoining the bedroom. He heard two bangs and hurried to the bedroom, where his wife was sitting on a chair unconscious. When a doctor arrived she was dead.

Mental Distress.

The Coroner—Was she in any financial difficulties?—No.

During dinner or after dinner had you any disagreement?—We had a discussion, but no disagreement.

Had you any idea she was distressed mentally?—I knew she was mentally distressed. It was her nervousness, and also about a thing that had happened some three weeks before.

Had that incident caused her acute mental distress?—Yes.

Can you tell us what it was?—I told her I could not carry on any more. I told her all our time I had had great trouble with these nervous storms and things.

And was she antagonistic to what you wished her to do?—Yes, I said we should hurry off instead of talking, and she wanted to telephone.

Mrs. Florence Evangeline Martin, of Leinster-square, Paddington, said that she had known Mrs. Gordon for ten years. At times she was rather peculiar. On the day of the tragedy she met Mrs. Gordon at Victoria, and after doing some shopping they had tea, and then went to a flat at Ebury-street, Victoria, where they met Captain Gordon, and spent some time interviewing servants. They reached her (witness's) flat between 9.30 and 10 p.m.

"Just before Captain and Mrs. Gordon were going to leave," she said, "Mrs. Gordon was very excited. She had been discussing things with Captain Gordon, and she asked me to leave the room. She went into the bedroom to telephone. I put my head in at the doorway and noticed that the coverlet had been pulled off my bed, two pillows had been thrown back, and my revolver, which I always kept under my pillow, was missing.

Search for Revolver.

"I shut the door," she said, "turned to my daughter and said, 'My revolver has gone.' I opened the door again, walked to my dressing-table and looked round to see if I could get the gun. I could not see it, and I walked out again."

The Coroner—On previous occasions has she suggested that she might shoot herself?—Yes. When you found the revolver had gone did you call Captain Gordon?—Yes, and as I started telling him we heard a shot, followed by a second shot.

Did you hear what the discussion was about between Mrs. Gordon and her husband?—No, I cannot say that I did.

They seemed to have a little tiff, did they?—There seemed to be a certain amount of argument.

Mrs. Martin's 11-year-old daughter, Elizabeth Florence, was next called.

She described, in reply to the Coroner, everything that happened on the night of the tragedy.

She said she heard Mrs. Gordon say that she was going to telephone. Mrs. Gordon went into the bedroom and shut the door. Her mother a little later exclaimed, "My pistol has gone," and her mother and Captain Gordon went into the bedroom.

Dr. Mervyn Eager, of Gloucester-place, said that Mrs. Gordon had a wound through the left breast. There were no signs of bruises or other injury or of a struggle.

The Coroner, in returning the verdict given above, said the girl gave her evidence well, and her statements were remembered and not suggested to her.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Direct wireless communication has now been established between Hongkong and Kwangtung Stations at Wuchow, Nanning and Linchow—the charge is \$0.20 per word. Messages will also be accepted for Kwangyang and Changsha by above routes—the charge being \$0.30 per word. No charge will be collected from the addressee for delivery.

The rates for radio telegrams from Hongkong to the undermentioned places in the Kwangtung province (except Canton) are as follows:—

Destination	Rate
Kongmoon	via Canton \$0.30 per word.
Kochow	direct \$0.20 per word.
Tai Shan	
Pakhoi, Swatow, Hoihow, Sannai, and Chungshan	

In both cases the addressee will be required to pay an additional charge due to the Receiving Station of \$0.20 per word; this charge also applies to radiotelegrams received at Hongkong from Pakhoi, Swatow, Hoihow, Sannai and Chungshan.

The Radio Letter Service to the Philippine Islands is now as follows:—

Destination	Rate
Manila City	—\$0.10 per word Minimum \$2.00
Luzon Island	—\$0.15 per word " \$3.00
All other Islands	—\$0.20 per word " \$4.00

It is hereby notified that messages will be accepted for transmission by wireless to Formosa at \$0.40 per word.

Radio telegrams can now be accepted for transmission to Kiu King direct at the rate of \$0.20 per word and on the same conditions applicable to messages exchanged with Pakhoi, etc.

The usual morning mail for Macao will not be despatched on the 13th and 14th inst.

INWARD MAILS.

From	Per	Due
Japan, Shanghai and Europe via Siberia (London 18-19 Apr.)	Tamba Maru	May 11.
U.S.A., Canada, Japan and Shanghai	Pres. McKinley	May 11.
Shanghai and Swatow	Soochow	May 11.
Straits	Suisang	May 11.
Straits	Kashima Maru	May 12.
Japan, Shanghai and Europe via Siberia (London 20th Apr.)	Amur Maru	May 13.
Manila	Emp. of Asia	May 13.
Suez and Straits	Lycan	May 13.
Manila	Pres. Taft	May 13.
Shanghai and Amoy	Ninghai	May 13.
Australia and Manila	Tango Maru	May 10.
U.S.A., Honolulu, Japan and Shanghai	Pres. Hayes	May 13.
Japan and Shanghai	D'Aragagnan	May 21.

OUTWARD MAILS.

Per	Date and Time
Hai Phong	Canton Sat., May 11, 2.30 p.m.
Manila	Pres. McKinley Sat., May 11, 4.30 p.m.
Saigon	Telemachus Sat., May 11, 5 p.m.
Amoy and Japan	Talma Sat., May 11, 5 p.m.
Swatow	Sinkiang Sat., May 11, 5 p.m.
Amoy	Anking Sat., May 11, 5 p.m.
Straits and Calcutta	Takada Sat., May 11, 5 p.m.
Shanghai and Europe via Siberia	Sauerland Sat., May 11, 6 p.m.
Amoy and Formosa via Swatow	Canton Maru Sun., May 12, 9 a.m.
Swatow and Bangkok	Kaying Sun., May 12, 9 a.m.
Manila	Royal Prince Sun., May 12, 9 a.m.
Amoy	Sui Sang Mon., May 13, 5 p.m.
Swatow	Hydrangea Mon., May 13, 2.30 p.m.
*Japan, *Canada, *U.S.A., *C, & *S, America and *Europe via Victoria	Pres. Taft Mon., May 13, 3 p.m.
	Parcels 3 p.m.
	Registration 4.15 p.m.
	Letters 5 p.m.
	(Due Victoria B.C. 3rd June.)
Shanghai and Europe via Siberia	Pres. Taft Mon., May 13, 5 p.m.
	Registration 5 p.m.
	Letters 6 p.m.
Manila, Australia and New Zealand via Thursday Island	Tai Ping Tues., May 14, 5 p.m.
	Parcels May 13, 5 p.m.
	Registration May 14, 9.45 a.m.
	Letters 10.30 a.m.
	(Due Thursday Island 25th May.)
Swatow, *Amoy and Foochow	Hiching Tues., May 14, 1 p.m.
Amoy	Soochow Tues., May 14, 3.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Hector Tues., May 14, 4 p.m.
	K. P. O. 3 p.m.
	Letters 4.30 p.m.
	G. P. O. 4.15 p.m.
	Letters 6 p.m.
	(Due Marseilles 12th June.)
Swatow	Kwonggang Tues., May 14, 5 p.m.
Japan, Canada, U.S.A., Central and South America and *Europe via Vancouver B. C.	Emp. of Asia Tues., May 14, 5 p.m.
	Parcels 3 p.m.
	Registration 4.15 p.m.
	Letters 5 p.m.
	(Due Vancouver B. C. 1st June.)
Shanghai and Europe via Siberia	Emp. of Asia Tues., May 14, 5 p.m.
	Registration 5 p.m.
	Letters 6 p.m.
Wei Hai Wei	Kueichow Wed., May 15, 8.30 a.m.
Formosa	Hague Maru Wed., May 15, 10.30 a.m.
Tango Maru	Fri., May 17, 9.30 a.m.
Straits and Calcutta	Hosang Fri., May 17, noon.
	Parcels 1 p.m.
	Letters 1 p.m.
Swatow, Amoy and Foochow	Hai Ning Fri., May 17, 2 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Kamo Maru Sat., May 18, 5 p.m.
	K. P. O. 3 p.m.
	Registration May 17, 4.30 p.m.
	Letters May 18, 9 a.m.
	G. P. O. 8.45 a.m.
	Registration May 18, 8.45 a.m.
	Letters May 18, 9.30 a.m.
	(Due Marseilles 17th June.)
Manila	Pres. Hayes Sat., May 18, 5 p.m.
Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, *Egypt and *Europe via Marseilles	D'Aragagnan Tues., May 21, 10 a.m.
	K. P. O. 1 p.m.
	G. P. O. 12.45 p.m.
	Letters 1.30 p.m.
	(Due Marseilles 22nd June.)

*Correspondence bearing vessel's name only.

A Fashionable Fact

The Story of Spring Smartness

Is Very Much to the Point!

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FOR GENTLEMEN

The Black and White Two-Piece Suits etc.

AND

FOR LADIES

In the Fancy Coloured Stripes with Belts.

AT SINCERE'S

Just Received New Shipment
of

VICTOR RECORDS

including the following:—

- | | |
|--|----------------------------|
| 21735—A Gny Caballero | Cramit. |
| 21883—Bunny Boy | P. T. |
| 21779—do | Austin. |
| 21833—Carolina Moon | Austin. |
| 21820—Sweetheart on | Parade |
| 35750—Gems from "Rosa Marie" | Victor Light Opera Co. |
| 21250—Little Mother | Waltz. |
| 21303—do | Bar. |
| 20971—Girl of My Dreams | Waltz. |
| 21514—I can't give you anything | P. T. |
| 21504—Jeannie, I Dream | Austin. |
| 21513—Oh, quita | Waltz. |
| 21407—That's My Weakness now | P. T. |
| 21388—My Angel | Paul Whiteman's Orchestra. |
| 19871—Under the Double Eagle March | Sousa's Band. |
| 21808—Laugh, Clown, Laugh | Waltz. |
| 21215—Can't help loving dat man | P. T. |
| 21822—Under the stars of Havana | P. T. |
| V-38010—Boogaboo | Slow Blues |
| V-38023—Transatlantic Stomp | Stomp. |
| V-38012—Slow Motion | Slow Blues. |
| V-38024—Mournful Serenade | Stomp. |
| V-38000—Nobody's Sweetheart | F. T. |
| V-38009—Stuttering Blues | Stomp. |
| V-38007—I Must Have That Man | F. T. |
| V-38008—Diga Diga Do | F. T. |
| 21269—Slow Death | Clarinet |
| 21231—The Mikado, Parts 1 & 2 | Weber's Orchestra. |
| 21225—Diane | Violin Solo |
| 19856—I "Wanna" Go Where You Go | Smith. |
| 19945—Grandfather's Clock | Cramit. |
| 20011—Barcarolle | Vic Con Or. |
| 20030—Thanks for the Buggy Ride | Cramit. |
| 20051—Why Do I always Remember | Gunsby. |
| 20070—I Wish I Had My Old Gal Back Again | Bure. |
| 20266—In a Little Spanish Town | Whiteman's Orcher. |
| 20344—Wind Amongst the Trees | Flute. |
| 20516—Aloha Oe | Hawaiian Guitars |
| 20740—Old Maid | Tango. |

&c., &c., &c.

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WOMAN'S WORLD

FOR OUR LADY READERS.

Gown of Filmy Beauty.



New evening gowns of filmy chiffon are delicate as a summer zephyr. Juliette Compton, an English star now at Hollywood, wears a creation in figured mousseline de sole in new pastel tulle yellow. All of the skirt's trailing fullness is inserted almost at knee length, into a princess line. The neck has jabot front and a scarf back.

Good Taste.

TRAINING IN ARTISTIC HOME-MAKING.

Psychology is applied to house decoration in America, just as it is used in every activity of the home.

In order to know what is beautiful for the home a girl must be observant and recognise beauty when she sees it. That is why observation enters into her college course.

"We try to make people see in one year as much as in the ordinary way they would take five years to see," said Miss Anna Randolph Keim, assistant professor of home economics at the New York State College for Teachers, Albany.

Discussions About Pictures. "In the tests to develop observation the students go alone, or in pairs, to picture galleries and consider which pictures they would like for the home, and why. Afterwards they meet in groups and discuss the pictures they have found satisfactory. They visit museums and study China and silver in the same way.

"Most of us agree that those

things which have stood the test of ages can be termed beautiful. Because ours is a new country, we have to do everything we can to show the girls how much of beauty there is in the rest of the world. Therefore we have loan exhibitions, when we ask the home-makers to lend us the textiles they brought from China, or the old hand-woven piece they picked up in the Cotswolds.

Trophies from Florence.

"I have been studying on the Continent, and brought back a bit of tapestry from Florence, the design of which is by Botticelli, and also textiles which Leonardo da Vinci designed. They will hang in the corridors of my college so that every student may see them.

A Yearly Furniture Painting.

"In high schools the home-making course includes cooking, and the scientific side is dealt with at college, including selection of food, food menus, and planning meals. We have a Home Management House where four girls in turn take charge, decorating and fixing it as they like. Never a year passes but the furniture is painted.

"The sense of colour I cannot develop, for it is more unconscious than conscious. All I can do is to let the girls see as many pleasing things as possible. Every girl needs a home economics course, for she will have a home, whether it is a big house or simply two rooms."

Why Women Will Vote Conservative.

[By Lady Cunliffe Lister.]

I was asked to write on "Why women should vote Conservative," but I prefer the title as it is. Women will vote for the Conservative Party because we are a practical people, and we like to be governed by a practical Government which has given us proof of its capacity and has fulfilled its pledges.

Government that Keeps Its Word.

We were told at the last Election that the housing problem would be tackled, and it has been tackled and overcome in a businesslike way. We were told that, while there was no short cut to prosperity, everything would be done by the Conservative Government to improve employment. It has kept its word. There are half a million more people now employed than there were in 1924.

Now we are told that the De-rating Bill and the Electricity Act, to quote two Conservative measures only, will cause a steady decline in unemployment returns; we believe what we are told, because we have had tangible proof in the past that the Conservative Government keeps its word.

So we trust it and its beloved leader, Mr. Baldwin, and we shall vote for the Party that has our confidence.

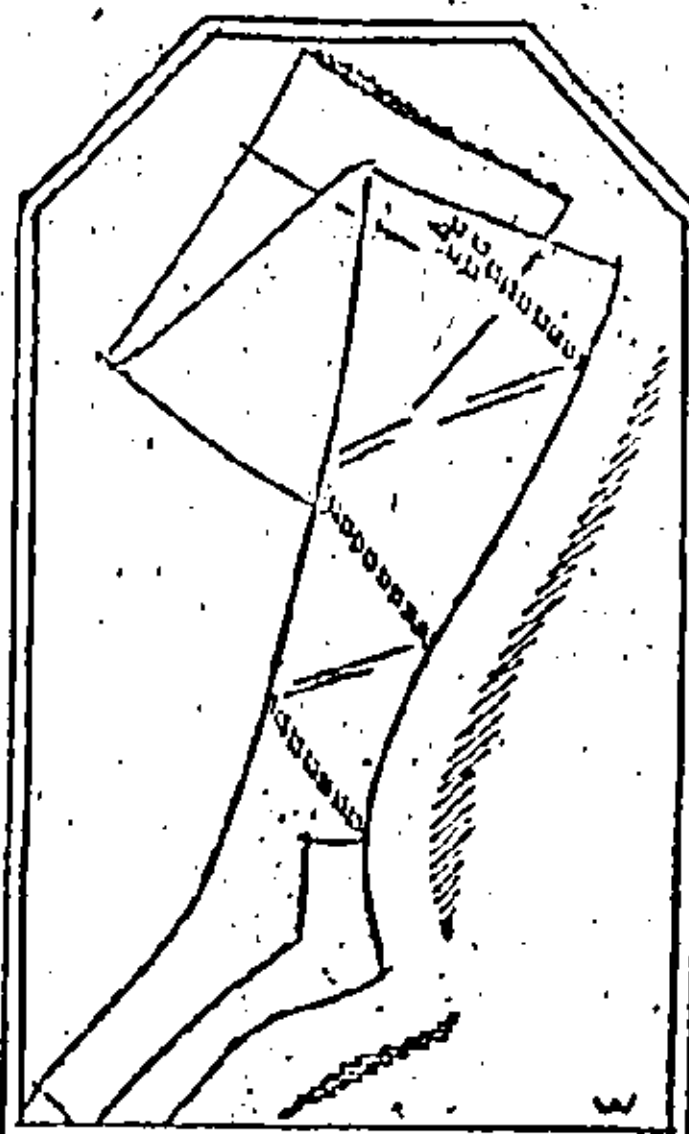
An Anachronism.

Fashion as we now regard it is an anachronism. Before a style can be really fashionable it must be adopted by the majority of women; by which time all the best-dressed and so-called fashionable women will have discarded it.

Of course this kindly ambiguity about the word fashionable keeps us all happy. If we can spend time and money seeking out the dress-makers' latest models we can enjoy that satisfaction which comes with the knowledge that we are first in the field; if, however, we have neither the time nor the inclination to pursue the latest models we can still be fashionably dressed.

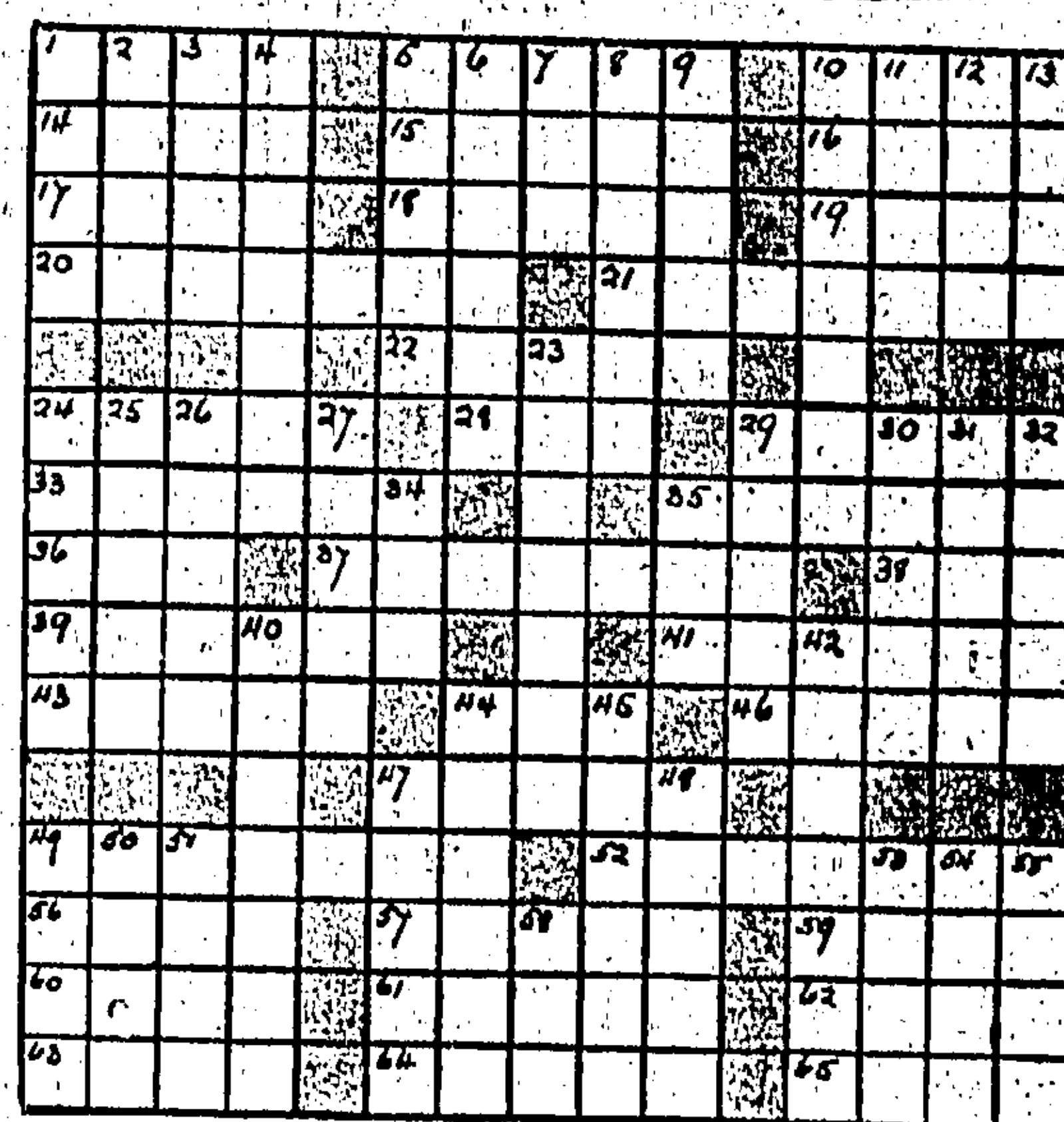
Yes, the fashion world is a very comfortable one. Lead fashion and you are fashionable; follow with the crowd and you can do so with an easy mind, for you know you are fashionable.

A New Feature.



Openwork in a spiral effect is featured for summer on sheer silk hose.

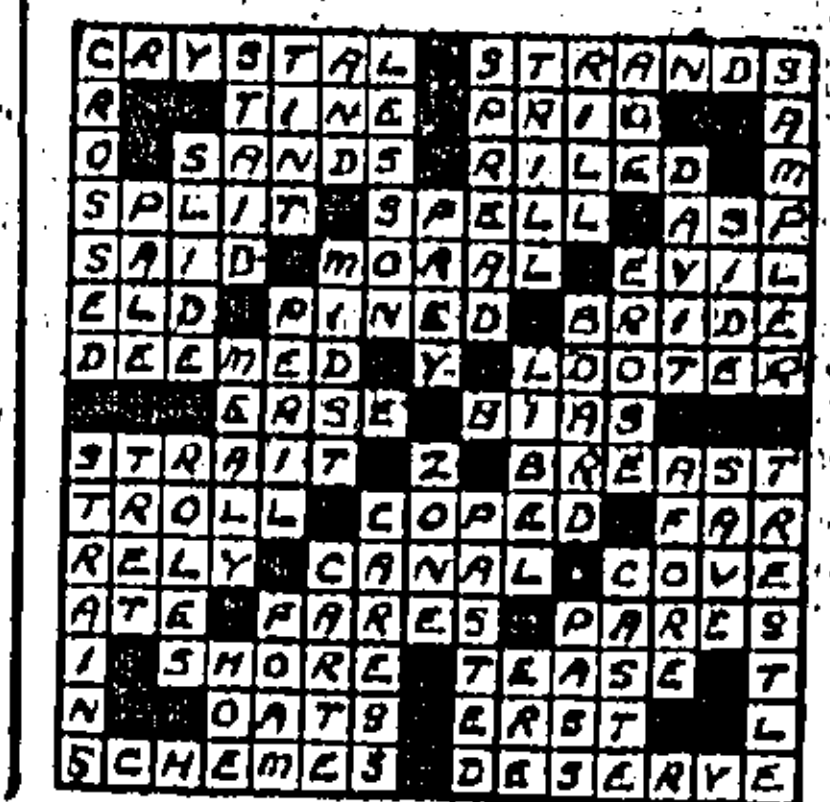
OUR NEW BRITISH CROSSWORDS.



- Across
- Growth in the skin.
 - Incites.
 - Bang.
 - Pertaining to wings.
 - Wed.
 - Match.
 - Part of the neck.
 - Mistake.
 - Employs.
 - One who attempts.
 - Buffoons.
 - Field fortification.
 - Misty.
 - Blue titmouse.
 - Incline.
 - Passenger ships.
 - Boy in a textile factory.
 - Cereal plant.
 - Combined with air.
 - Starting point (golf).
 - Clergyman.
 - Cavity.
 - Hawk.
 - High mountain.
 - Challenges.
 - Vision.
 - Wanderer.
 - Agony.
 - Metal.
 - Measured.
 - Enough.
 - Guide.
 - Coloured clay.
 - Generous.
 - Transparent substance.
 - Thunder.
 - Heavenly orb.

- Down
- Charming woman.
 - Coal pit.
 - Forfeit.
 - Mimicker.
 - Disorderly mixture.
 - Not perishable.
 - Snack-frocks.
 - Kind of turban.
 - Odd.
 - Obsolete.
 - Agreed with.
 - Performer.
 - Sneeze.
 - Ringlet.
 - Cause to sit.
 - By.
 - Special duties.
 - Gallops moderately.
 - Halse.
 - Architectural ornament.
 - The populace.
 - Mould.
 - Floor of a gallery (mining).
 - Perennial plant.
 - Colour of some horaces.
 - Individual.
 - Roster.
 - Larger pitcher.
 - Definite article.

Yesterday's Solution.



The Charm of
Pure Silk
HOSIERY...
GORDON'S

offer a choice
selection of the
newest shades in
VAN RAALTE

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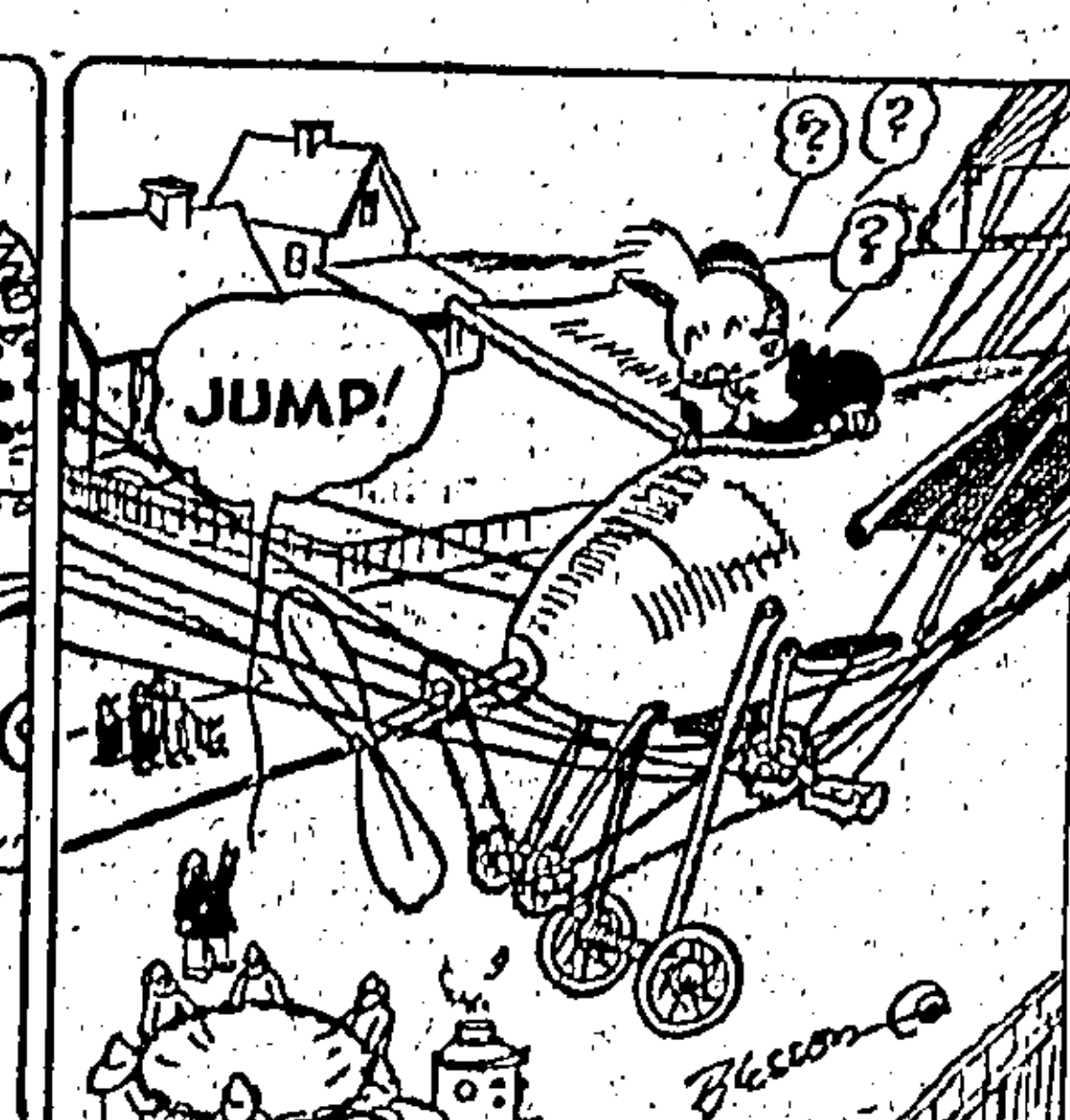
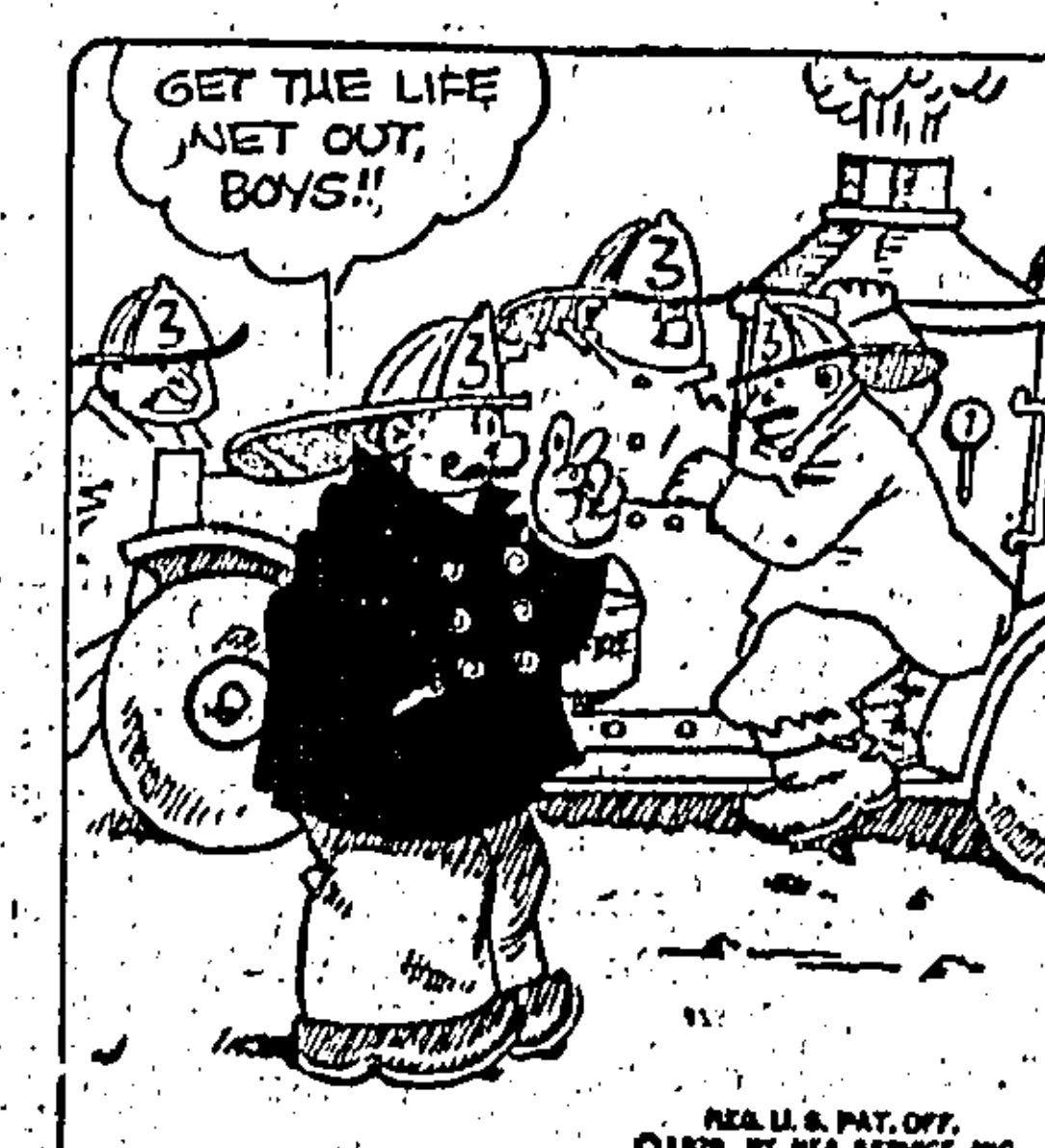
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FRECKLES AND HIS FRIENDS



To the Rescue

By Blosser

Dewar's



JUST RECEIVED

Six new and interesting H.M.V. Records

- B-2936 The Curtain Falls (D'Hardelot) Bass-Baritone Peter Dawson
(Hinton, Dinton and More (Holliday))
- B-2939 Trot Here and There (Donkey Duet from Veronique) Adrienne & Oldham
(The Swing Song ("Veronique") (Masenel))
- B-2950 Nearer, My God, To Thee (Dykes) Westminster C. Hall Choir
(When I Survey the Wondrous Cross (Miller))
- B-2965 Take a Look at Mine (Dougherty) Grace Fields
(Reviews (Gragson))
- B-2966 A Run with the Darktown Hunt (Vernon) Scott and Whaley
(A Run with the Darktown Hunt-Part 2)
- B-2969 Roll Away, Clouds ("Virginia") Edward O'Henry
(S Wonderful ("Funny Face"))
- (Played on the organ of Madame Tussaud's Cinema, London)

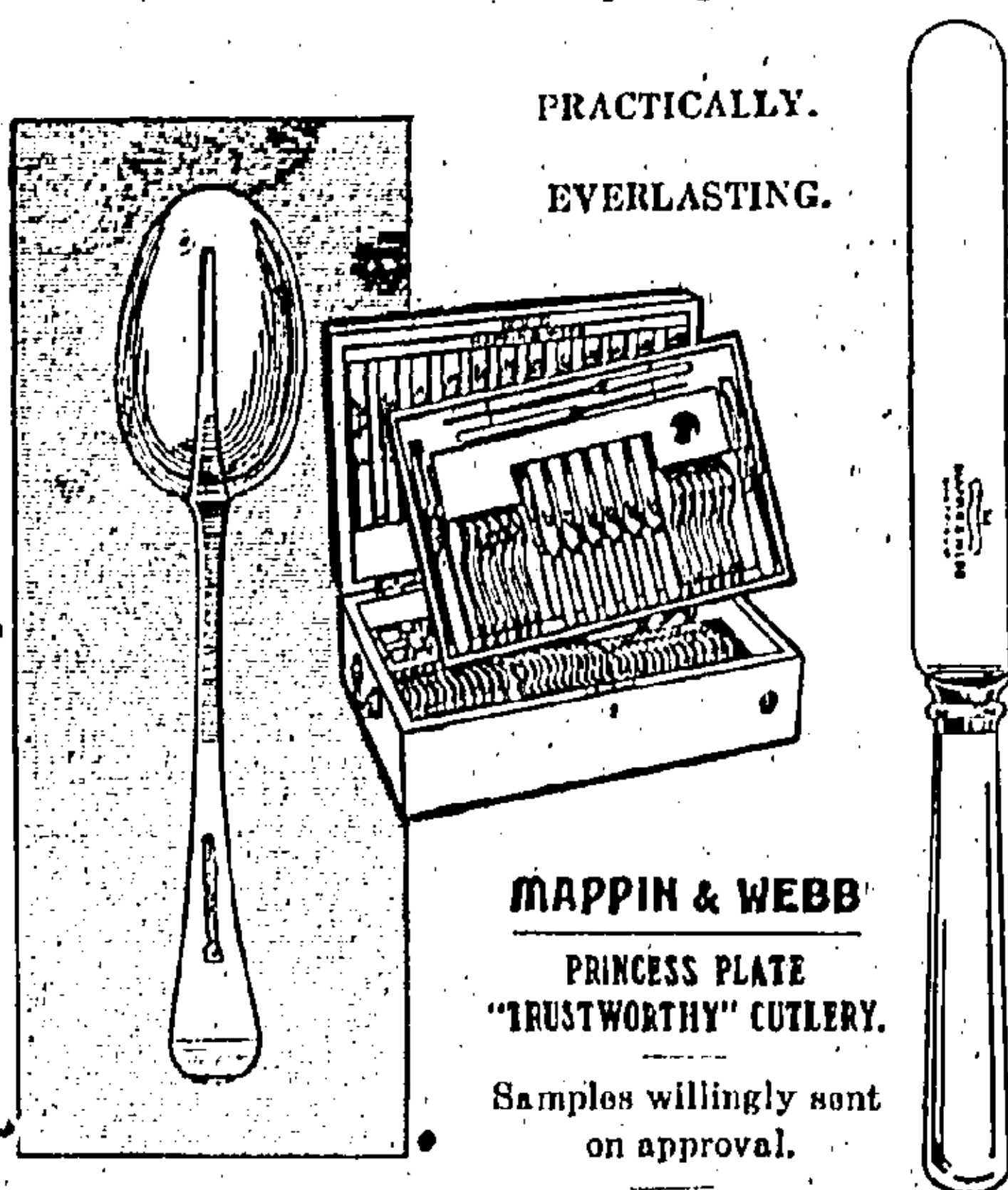
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When buying cutlery, spoons and forks etc., look for the name "Mappin and Webb" to ensure that you get the best.



"Princess Plate" always kept in stock orders for any quantities, however small, are immediately executed. Canteens are specially made in mahogany or oak, to withstand hot climates, fitted with any number of pieces to customers' requirements.

Lane, Crawford, Ltd.

QUALITY WITH SERVICE.

THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

INSTALLED IN LOCAL BUILDINGS IS PROOF OF THEIR SUPERLATIVE MERIT.

THE MAJORITY OF LIFTS YOU USE ARE WAYGOOD-OTIS

ERECTED & MAINTAINED BY DODWELL & CO., LTD. SOLE AGENTS FOR HONGKONG & SOUTH CHINA

The Hongkong Telegraph.

SATURDAY MAY 11, 1929.

THE DISSOLUTION.

The House of Commons has now dissolved, and before it re-assembles we shall know whether the Baldwin Government is to continue in office for another spell, or whether it will be given its marching orders. Everything points to an exceedingly keen fight for power, with the task of forecasting the result of the General Election by no means easy. The enfranchisement of so many million women voters adds uncertainty to a situation which was already complex enough, and he would be a bold prophet who would attempt with any exactitude to give the probable strength of the parties when the election is over. There does, however, seem general agreement that the Conservatives will lose quite a number of seats; even Mr. Baldwin himself has conceded this likelihood. But it is a very debatable point whether any one party can secure the return of a sufficient number of candidates to make it independent of the other two.

When the Baldwin Government came into power, it had an overwhelming majority, for out of the 615 seats no fewer than 413 were held by Conservatives, giving them a clear majority of more than 200. Since that time, several seats have been lost to both the Liberals and the Labourites. The point is whether the Baldwin party can retain 208 constituencies, which is what they would need to give them a bare majority. Mr. Baldwin has expressed his belief that not only will the Conservatives do this, but they will have something like 45 seats to spare—that is, that the party strength after the election will be somewhere in the region of 330. His political opponents, however, do not admit even that measure of success for the Conservatives. At the last election, Labour returned 150 members and the Liberals 33. Both have since increased their strength in bye-elections at the expense of the Conservatives, but even so, they would need a big pull-up to give them a clear majority. The Labourites say they are sure of capturing from the other parties 100 seats, and they have hopes of even 50 more gains than that. An addition of 150 members, added to the present Labour strength, would be sufficient to make the Labourites independent of both the other fac-

tions, but it seems doubtful whether this figure will be attained, although the rising power of Labour must not be discounted. The Liberals, despite their claims to a revival, can hardly be expected to wrest 250 seats from the other parties, which they would have to do in order to get a clear majority.

The probabilities are that the election will result in a deadlock, in the sense that, whichever party heads the list, none will be sufficiently strong to outvote the other two. In such an event, working arrangement of some kind will be inevitable between two of the parties. But which two? There are men in both the Conservative and Liberal camps who, with such a contingency to face, would like to see an "anti-Socialist" bloc formed, for the purpose of keeping Labour out. But hints thrown out by Mr. Lloyd George seem to suggest that the official Liberal attitude in such circumstances would be to come to some agreement with Labour—not on the basis of putting a wholly Labour administration into power, but possibly by the creation of a Liberal-Labour Coalition, with a sharing of the Cabinet seats. That may well happen. As we say, however, there are so many complex factors to be taken account of that prophecy becomes more than ordinarily risky.

Reparations Muddle.

More than three months have elapsed since the reparations experts met in Paris, and the only encouraging announcement suggests a possibility, and no more, that the Committee's Report agreeing upon the amount of the German annuities will be adopted. On the other side of the picture, we have a curiously balanced scheme by Mr. Owen D. Young, apparently going right outside the terms of reference, proposing a revision of the Spa percentages, with Britain, as usual, chosen as the goat. The plan has naturally brought in its wake a host of counter-proposals, not one of which is at all likely to be generally acceptable. If anything, the experts are further from an agreement than they were a fortnight ago, and there is every reason to fear that the conference will break up with a confession of failure. Mr. Young has done his unimpaired in a serious way. Probably he has had an easier task, by comparison, than the other experts, and has had a better opportunity than any of examining the basis on which each of the interested countries' claims are founded. Yet it is from Mr. Young that there comes the amazing proposal that Britain should bear the burden of the cuts in the German annuities, that the British taxpayer should be responsible for the £200,000,000 in back debt payments to the United States; in fact, that we should renounce the principle of the Balfour Note insofar as it enables us to keep accounts balanced. Rather significantly, Mr. H. L. Stimson, at Washington, informs newspaper correspondents that the Paris Conference has not asked the American Government, (which in the end gets the greater part of German reparations,) for concessions in the amounts due to the United States. It is actually suggested that Mr. Young's plan will eventually become the means of settlement, in which event it is gratifying to have the assurance from Mr. Winston Churchill that the conclusions reached by the Conference are in no way binding on the British Government. His further statement that the kind of proposals foreshadowed would in the opinion of the British Government be unacceptable and that the British Government would, in no circumstances, entertain them, is the most comforting declaration from the Government Front Bench for a long time past.

Two lots of Crown land are to be sold at the P.W.D. offices on the 27th instant. These are New Kowloon Inland Lot 1241 (area about 11,500 square feet; upset price \$22,100) and Kowloon Inland Lot 2196 (area about 3,596 square feet; upset price \$5,394).

DAY BY DAY.

GREAT WORKS ARE PERFORMED NOT BY STRENGTH, BUT BY PERSISTENCE.—Johnson.

The Peak Tramways Co., Ltd., advertise that no late cars will run after 12.05 on the night of Sunday, May 12.

Sir Henry Pollock has been a visitor to Shanghai for two days. Arriving last Sunday, he left for Tientsin on Tuesday.

Mr. and Mrs. H. H. Priestley were amongst the passengers who arrived here yesterday by the s.s. President McKinley.

It is notified that that portion of Kanau Street, Kowloon, which lies between Nathan Road and Gascoigne Road is closed.

The Gazette notifies that Mr. M. K. Lo, being the only candidate nominated, has been duly elected a Member of the Sanitary Board.

The Royal Prince, from New York, sailed from Shanghai on 9th instant, and is expected to arrive here on 15th instant at daylight.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Tuesday, 21st day at 10 o'clock in the forenoon.

The following names have been removed from the list of authorized architects:—Messrs. A. W. G. Brown, F. Clomes, A. S. Mill, H. Pooley, Sik Chung-yeung, and F. N. Young.

Tenders are being invited for the erection of offices and shelter at Eastern Street Pier, together with the erection and alteration of barriers at Western Market and Mong Kok Piers.

Observatory returns show that the average mean temperature during April was 71.2, the highest being 88.2 and the lowest 62.3. There were 171.9 hours of sunshine and 1.54 inches of rain. The average humidity was 75.

It is notified for general information that the following persons, having made applications to be appointed auditors for the purpose of the Companies Ordinance, 1911, are qualified to perform the duties required by the Ordinance to be performed by an auditor so far only as concerns the auditing of Chinese books and the books required to be kept in English under section 77 of the Companies Ordinance, 1911:—Au Kun U, Kwok Pui Cheung, Pok Wing Kui, W. C. Huang and Poon Jackin.

BRIDGE MADE EASY

by W.W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

4—Initial Suit Bids

It is perfectly safe to name a four-card suit in an initial bid, if, of course, the remainder of the hand contains sufficient strength. The total hand should carry at least 2½ quick tricks, one of which should be in the bidding suit.

The following are illustrations of sound four-card suit bids:

1—Bid one spade—Spades A K X X; hearts J X X X; diamonds A X X X; clubs X.

2—Bid one heart—Spades J X X; hearts A K X X; diamonds Q X; clubs X X X X.

3—Bid one diamond—Spades X X; hearts K Q X; diamonds K Q J 10; clubs X X X X.

4—Bid one spade—Spades A Q 10 X; hearts X X; diamonds A X X; clubs X X X X.

5—Bid one heart—Spades Q X X; hearts A K J 10; diamonds X X; clubs X X X X.

Length without any strength in the hand does not justify an initial bid. You must hold at least two quick tricks to make a bid, and any initial bid that is made with less strength may, and usually does, deceive your partner. When you make an initial bid, your partner believes you have two quick tricks, and will advance the bid for you, relying on it, with a result that may be ruinous. The probabilities are against you if

THE PREFACE.

Some Literary Thoughts on Its Passing.

It seems to some of us only a short time ago that Stevenson was comparing the preface to the list, accounting it one of those indispensable appurtenances without which no book, as no gentleman should presume to be seen abroad. And now—how many volumes there are appearing after the modern collegiate fashion! Some of them—in fact, a shocking percentage—are uncovers, as completely as the students whom we meet daily in the streets; and they offer no apologies at the door, no longer make even a pretence of having had, to begin with, a hat in the hand or a cap in the pocket. Others present shamefaced excuses under the guise of "An Introductory Word," "Publisher's Note," "Commentary," or more quaintly still, "To the Dismayed Purchaser" which, in other days, would hardly have won recognition in the servants' hall, much less in the drawing-room above.

Certainly there seems no doubt that the day of the preface is passing, though it would be presumptuous perhaps to assert that the future will know it not at all. Briefly to summarize the situation: the preface has lost caste of late years and is being shelved by the present generation along with other once-highly-respectable traditions; it is no longer accounted an indispensable part of a book; in fact, it is seldom used except in writings of a scholarly nature, anthologies, translations and the like, where it tends to grow shorter. This age has little respect and, if possible, less time for it.

Probably there are few readers who will notice its absence, fewer still who will genuinely mourn its passing. Even I find myself coldly indifferent. Yet it has never been my habit to scorn deliberately an author's apology for himself or his volume. According to my mood, I read or pass it by. But I could count on my fingers those prefaces which have impressed themselves on my memory. I realize, however, that the one which I shall ever deem most valuable might not seem so to others. Through no virtue of its own, rather by sheer caprice, it took on a personal flavour which rendered it unforgettable. It was after this fashion: I had read an historical novel, one even then out of print, but referred to by its author in the course of an interview. I was pleased to learn of her maiden efforts, to compare them with her later successes. The book seemed to me a neglected masterpiece. I wrote to say so and chanced to mention the preface wherein she had presented the hero as a friend of her childhood, whom she had once lifted above the crowd to view a military parade. "Oh," she wrote in reply, "that preface was fictional as most prefaces are." The revelation was, I confess, a shock; it shattered the fond delusions of one who had never dreamed that a trusting public should be so imposed upon by the novel-writing guild. I was shy of prefaces for a time. Though I have long since recovered my equanimity, still I am reminded occasionally of that disillusionment. Whenever I am tempted to place too much confidence in beguiling forewords, introductions or prologues, I moralize as Franklin on his whistle.

Hence the reason why I cannot bring myself to accept at face value the prefaces of William Caxton. I do wish to believe them; in lieu of other authentic biographical material, I would trust willingly his seemingly artless revelations. It pleases me to picture him as the "simple person" of his prologue to "Malory's King Arthur." I like to imagine him grateful to his parents for having sent him to school, yet modest withal for having "learned my English in Kent, in the Weald, where I doubt not is spoken as in broad and rude English as in any place of England," as naively stated in his prologue to "The Recuyell of the Histories of Troye." I would have him find delight in strange and marvellous histories, so that the call to translation proves imperative to moderate itself while involving such difficulties as require an encouraging word and smile from his "redoubted Lady." It is a pretty picture which he weaves, this fifteenth-century man of letters, who served three successive sovereigns while red rose struggled against white. Was he indeed so gulle-

able as to be deceived by a preface?

Length alone may justify a secondary bid, but not an initial bid.

The following are illustrations of hands that you should not bid initially, holding less than two quick tricks:

1—Spades A J X X X X X; hearts J X; diamonds J X; clubs Q X.

less that he could turn from York to Tudor with impunity, appene with a book or a dedication? I infer as much from the prologues; I faint would believe so; but, remembering that former experience, I dare not. However, I take none the less delight in his quaint apologies and revelations.

Quite as much to my liking is the Preface to the First Folio Edition of Shakespeare's Plays, 1623, artfully addressed "To the Great Variety of Readers." "From the most able, to him that can but spell," begin these frankly ambitious publishers. "There you are numbered. We had rather you were weighed. Especially, when the fate of all Books depends upon your capacities; and not of your heads alone but of your purses. Well! it is now public, and you will stand for your privileged ones: know to read and censure. Do so, but buy it first. That doth best commend a Book, the Stationer saies.... But, what ever you do, Buy." And so they continue, begging, coaxing, cajoling the reader, the gentle, the common, and all the well-known company in this happy fashion, concluding with a pretty eulogy to Shakespeare himself, in no way distasteful at this distance, surely! And, moreover, a neat reflection of Jacobean publishers—two of them, at any rate.

Of wholly different style, apart from its kind and therefore impressive, is the preface-sequel to "Lavengro." It was evidently intended to be just an ordinary preface with the proper Borrowian touches; but like the intended autobiography it grew beyond the author's control, ran away with itself. As it now stands, it is a cumulation. There is the Preface to the First Edition, also the Preface to the Second Edition, easily found in the proper volume; then, there is the prefatory advertisement to "The Romeny Rye," neither more nor less than a defence of "Lavengro"; lastly, there is the astounding appendix to the sequel which is still mainly and ardently concerned with speaking "A Word for Lavengro." All in all, it is as characteristically Borrowian as the narrative itself—and scarcely less interesting. I hold no collection of prefaces to be complete without it, yet I do not feel that it lends itself to separate publication as happily as many of its kind. In spite of its apparent strength and vigor, I should not expect it to travel far without the cheering society of its accustomed companions.

Though it is lengthy, amazingly so, and further dignified with chapters and chapter headings, it is not, like the Shavian preface to "Back to Methuselah," a detached and independent volume in itself. Its dependence, if I may make so bold an assertion, rests more on the order of the introductions to Scott's novels, which its author so heartily decries. It is no more to be enjoyed away from its proper setting than is the charming "Before the Curtain" with which Thackeray opens the performance of "Vanity Fair," likewise highly prized in my personal collection.

My outstanding preface, however, the one which I consider the most amusing as well as the most momentous in literature, is Cervantes's prologue to his famous satirical romance. This is like passing from smiles to resounding laughter. How it echoes through the years! It is the very height of the ridiculous, of the same measure as the never-to-be-forgotten Don, his squire, his horse, his endless adventures. I cannot doubt that some of the keenest thrusts in that masterpiece are contained within its pages. It is a thrust itself, not at deluding wind-mills or harmless pilgrims and shepherds, but at the absurd prefaces then abounding in the works of chivalry. "Similia similibus curantur," whispered the incorrigible conspirator, shaking with mirth, as he set about his self-imposed task. Here, then, was the turning point in the career of the preface, the beginning of the end. As the works of chivalry have succumbed to Cervantes's infectious laughter, so have the prefaces also. No doubt the prince of plotters and pre-facists would be surprised at the measure of his success as evinced in our modern volumes—if he is not, as I prefer to fancy, actually joining in the applause of the "anti's."—F. H. in the Christian Science Monitor.

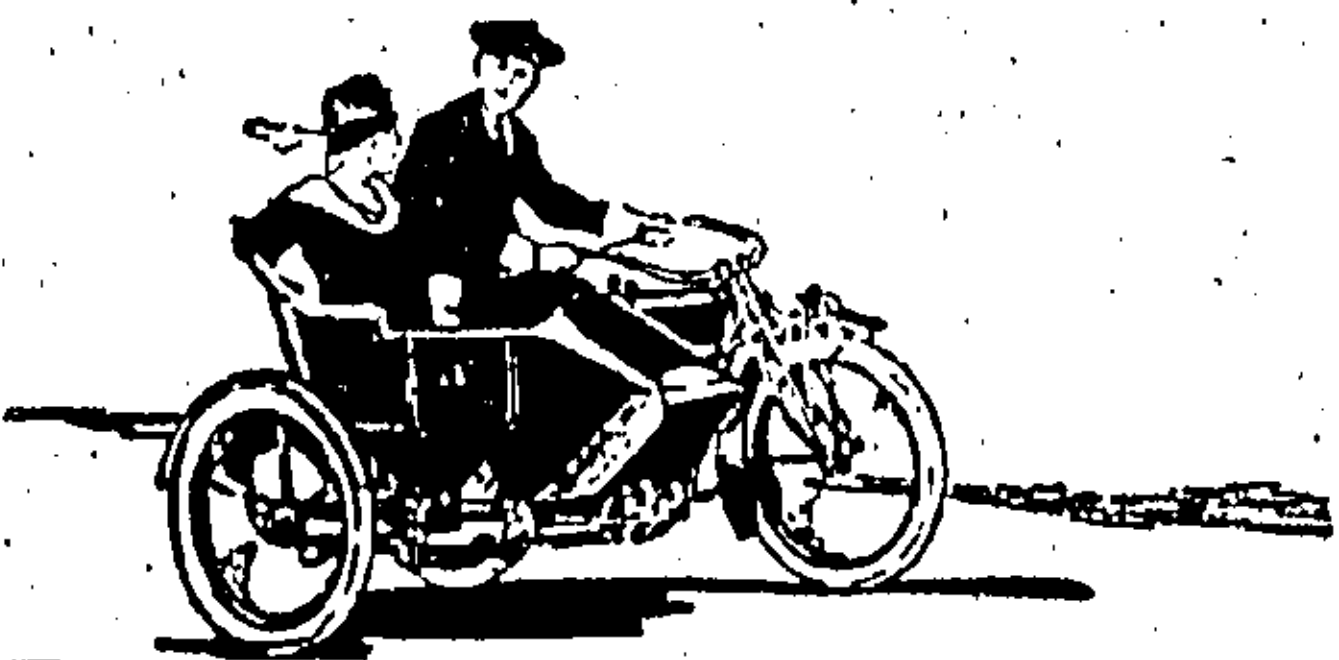
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3—Spades K Q; hearts Q X X X X X X; diamonds X X; clubs X X.

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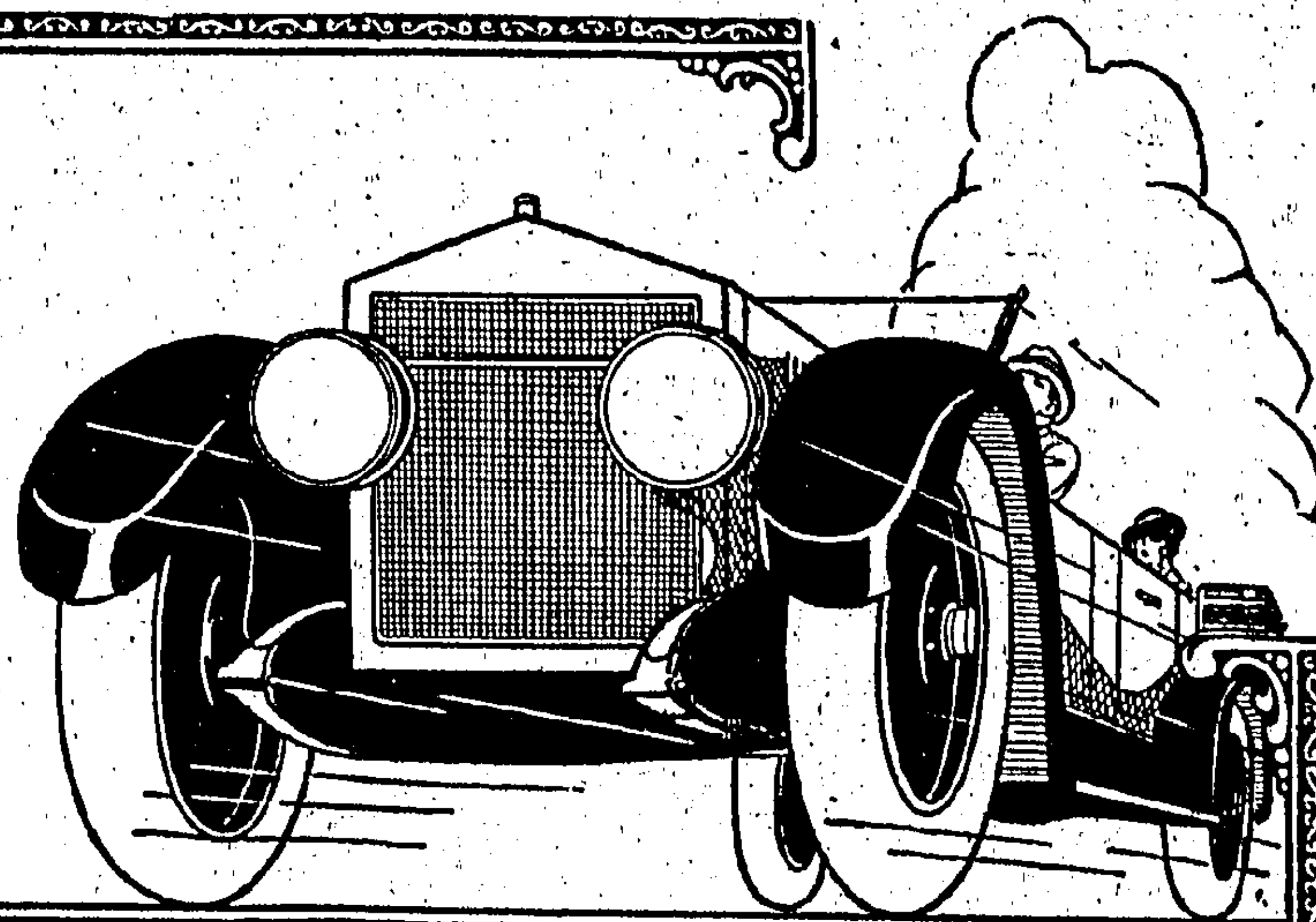
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MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, 11th MAY, 1929.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

H.K.A.A. and the Tax.

We have received a number of enquiries during the week asking what the Hongkong Automobile Association is doing about the recent motor taxation proposals. Members may rest assured that their interests are being keenly studied and we are able to inform them that a special sub-committee has been appointed to deal with the matter, with a view to placing the Association's opinion before the Government. To those who have made a definite enquiry re the attitude of the H.K.A.A., we can say that the horse-power suggestion does not find favour, but that the petrol tax is considered to be quite reasonable.

One Basis.

Local motorists are keenly awaiting the Government's pronouncement on the Report of the special Committee appointed to explore the question of motor vehicle taxation. We have made many enquiries, and without exception, whether the opinion of the trade or the private owner, the unanimous view is that the only fair basis is the petrol tax. There should really be no occasion to emphasise the fact, but unfortunately the man in the street has no voice in public affairs, but merely has to accept whatever the Government may deem desirable. We do not suggest for one moment that the Government takes advantage of the impotence of the community it rules, but it is quite possible that in the absence of spirited protests demanded by particular proposals, as in the present matter of horse-power taxation, harsh legislation might be enacted from time to time. By making a petrol tax the sole means of distributing part of road costs over motor vehicle owners, whether public or private, an assurance is given that every vehicle contributes to the fund according to the use it makes of the roads. Surely that is quite fair. The registration fee might be varied in the case of heavy vehicles, but even that should not be extortionate, because the heavier the car, bus or lorry, the greater the

amount of petrol consumed, and the greater the amount paid under the petrol tax scheme. For goodness sake, let us have progressive legislation!

Mistaken Impression.

A few local motorists appear to be under the mistaken impression that the application of a tax on the horse-power of motor vehicles would prove of great assistance to the British motor car industry in this part of the world, for the simple reason that it would increase the maintenance cost of the majority of foreign vehicles. While this is quite true as far as Hongkong is concerned, it is to China that British manufacturers should look for trade expansion, this Colony merely taking the place of a clearing house and sales centre for the big trade which will be done with China in the future. If British manufacturers secured the whole of the orders for cars to be used in Hongkong in the next five years, the amount of business would be relatively small.

Britain's Mistake.

There is not the slightest doubt that the horse-power tax which has been in force in Great Britain for many years, proved of the greatest assistance to the American motor car industry in the world's leading markets. British manufacturers so modelled their cars that the very minimum of horse-power should be required, excepting, of course, in the cases of the more costly vehicles, whereas, the American manufacturer decided to embody greater power. The result has been that low-priced British cars have generally failed in the outside markets, simply from the angle of lack of power.

British Ability.

British manufacturers can produce motor vehicles equal, if not superior, to any foreign product, and one has only to remember the remarkable triumph for British motor engineering as represented by Sir Henry Segrave's feat to be assured that British workmanship is of the highest possible order. It is all the more deplorable therefore, to know that in spite of the unquestioned ability to build motor vehicles of equal power of those of other countries, British engineers have been faced with the unfair handicap of the iniquitous horse-power basis of taxation. Had there merely been a tax on petrol, it is quite obvious that a very serious challenge could have been thrown out to foreign manufacturers in the many vast markets outside the British Isles. As it is, manufacturers of low priced cars have concentrated on the Home market, and the proportion of foreign trade secured has been miserably small.

Not Too Late.

It is not too late for the British Government to assist the Home industry in a really practical manner by removing the power basis of taxation, thus removing the unbusinesslike and shortsighted policy which has proved such a problem in the past. If British manufacturers were able to offer China motor vehicles of similar power to those built by other countries, there is not the slightest doubt that a large share of business would go to Britain, but it is positively absurd to blind our eyes to the fact that as long as the existing state of affairs exists, Hongkong will see the manufacturers of foreign vehicles increasing their turnover as every month passes, as China buys more, and yet more motor vehicles. This aspect of the question is a most unpleasant one, but in fairness to British manufacturers, market such as Hongkong should not remain silent, but point out the existing weakness. We know that the Federation of British Industries is represented here, and we should like to know that that influential body has had the true position placed before it by its local

AIR TAXIS.

Shilling Per Mile.

IN LONDON NEXT MONTH.

London will have air taxis in June, when the new air park will be opened at Hanworth, 12 miles from the West End, containing two aerodromes.

One will be the headquarters of 16 light planes, which will fly all over the country for a shilling a mile, and which will also be used for instruction, tests, and demonstration flights.

The other 'drome will be equipped with lock-up garages, and will be the equivalent in aviation of a country club, possessing residential accommodation, a ballroom and tennis and rackets courts.

representative. American manufacturers are sending their direct representatives to this Colony in order to assure themselves of a large share of the trade which must come, and there can be no doubt but what their efforts will be most successful when in competition with the British trade, in no small measure due to the great difference in the power of their vehicles as compared with British. If the Committee which recently advised the adoption of the horse-power tax for this Colony hoped to assist British trade, they apparently overlooked the fact that China is the potential market, not Hongkong.

The H. K. A. A.

The Membership List for 1929 of the Hongkong Automobile Association has just been published, and shows that the number of motorists who have joined is well on the way to the six hundred mark.

Touring Abroad.

The Automobile Association has opened an Office in Paris for the benefit of members touring on the Continent. Carnets des Passages en Douanes, Triptiques etc., will be issued in special cases, and shipping arrangements will be undertaken for members. The address is—20 bis Rue Lafayette, Paris. Telegraphic address, Fanum 22 Paris. Telephone Province 57-62, 57-63.

In Spain.

The Automobile Association is officially advised that the four months exemption from taxes on motor vehicles accorded to British tourists in Spain, is dependent on the production of an International Travelling Pass issued by a duly authorised body in Great Britain. The Pass in question can be obtained from the Automobile Association.

In Austria.

The Automobile Association is informed that foreign motorists visiting Austria are not required to observe the regulation which provides that if the rear red light can be switched off from the driver's seat, the driver must have an indicator light that will warn him of its extinction.

Solid Tyres.

The suggestion to impose special taxation on vehicles equipped with solid tyres is quite a good one, because it does seem probable that such tyres cause greater damage to road surface than pneumatics. It is to be taken for granted that the Government holds a definite opinion on the matter, and such being the case, we cannot understand why so many Government lorries should be fitted with solid tyres. P.W.D. lorries must put up a very high mileage figure in a year, many of them being regularly employed in transporting material to repair the roads which they themselves damage!

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—
Miss G. M. Cotton.
Miss M. Watts.
S. J. Jordain.
N. S. Ellis.
R. G. Groundwater.

OUTBOARD MOTORING.

Famous Motor Here.

SELF CONTAINED UNIT.

News has just been received in Hongkong, that the "Col. Green" Cup, the highest award for outboard racing, has been won at Miami, Florida by a Johnson outboard motor. Winning the Col. Green Cup means as much to the outboard racing pilot as winning the Indianapolis motor races, to the motor car racer.

The Johnson outboard motor is produced in the world's largest factory for this type of Marine engine, and is known universally as the fastest and most reliable outboard in production.

This engine has many unique features, such as, the release charger, which releases compression from one cylinder supercharges the other, and double the spark intensity. With this combination motor starting is extremely simple. Another special feature is the underwater exhaust which eliminates exhaust noise and gases. The Johnson has magneto ignition, a decided advantage over battery ignition. There is a good range of models to choose from, every requirement being catered for, from the single cylinder 1 1/2 h.p. for dingy use, to the racing 3 cylinder 32 h.p. model.

The Johnson is an entirely self contained unit, strongly constructed, but so light that it is easily handled by one man. It makes an ideal auxiliary for yachts and sailing boats. It is possible to stow the motor away in a very small space, ready for use at a moment's notice. These motors will stand up to long continuous periods of use. In a race recently held off the American coast the course was 200 miles long, and the Johnson was an easy winner at an average speed of over 35 m.p.h.

Many of these motors are in use in Hongkong and Coast Ports, all giving good service. Last month an old aeroplane float equipped with a Johnson motor, and dingy also Johnson equipped, made the trip from Macao to Hongkong and back.

The local agents for the Johnson Motor Co. are Alex. Ross & Co. (China) Ltd., Prince's Building, who carry a good variety of motors in stock, also spare parts.

WRONG OF THE ROAD.

Greatest Accident Cause.

CRASHES ANALYSED.

Of a total of 29,622 motor crashes recorded in the State of California (U.S.A.) during 1928, more than half—10,509—occurred at street and road intersections, and 9229 of these happened because one of the drivers sought to cross without having the right of way.

To reckless driving 2879 were attributed; speeding accounted for 2246, and driving on the wrong side of the road for 2030 others. "Cutting-in" caused 1364 crashes, and in 1262 cases the car left the road. Mechanical defects were blamed for only 922, and "that tired feeling" resulted in 208 mishaps.

At railway crossings 368 accidents occurred, while 481 cars were piled up against trams. Wet roads were the cause of 1245, and drunken drivers amassed a tally of 74.

COSTLY CHANGE.

From Changing Plant.

The Ford Motor Company lost \$15,000,000 last year, mostly as a result of its factories being closed during the changing of the models.

The Canadian Ford stock issue, which controls manufacture in Australia and Egypt, also suffered heavily from the idleness last year, but for the first three months of this year, it is rumoured, there was a profit of \$300,000 a month. A new stock issue was over-subscribed twenty times.

COAL FUEL.

German Plant Successful.

Using the Bergius process, the huge Leuna plant in Germany is producing a motor fuel from coal which resembles petrol so closely that it is entirely acceptable for the purpose.

During 1928, 70,000 metric tons of coal were treated and this amount is to be trebled during 1929.

TOP-GEAR TRACK.

A forty-mile road in Brazil rises to a height of 2,600ft. without a grade steeper than 1 in 16.

Enjoy the Summer ON A—

HARLEY DAVIDSON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

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THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

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Keeping in Step

With the rapidly changing lubrication requirements of the modern motorcar engine, and being alive to the fact that the history of the lubricating oil business is strewn with the skeletons of manufacturers of lubricants who thought they could buck quality or ignore it, is the reason for

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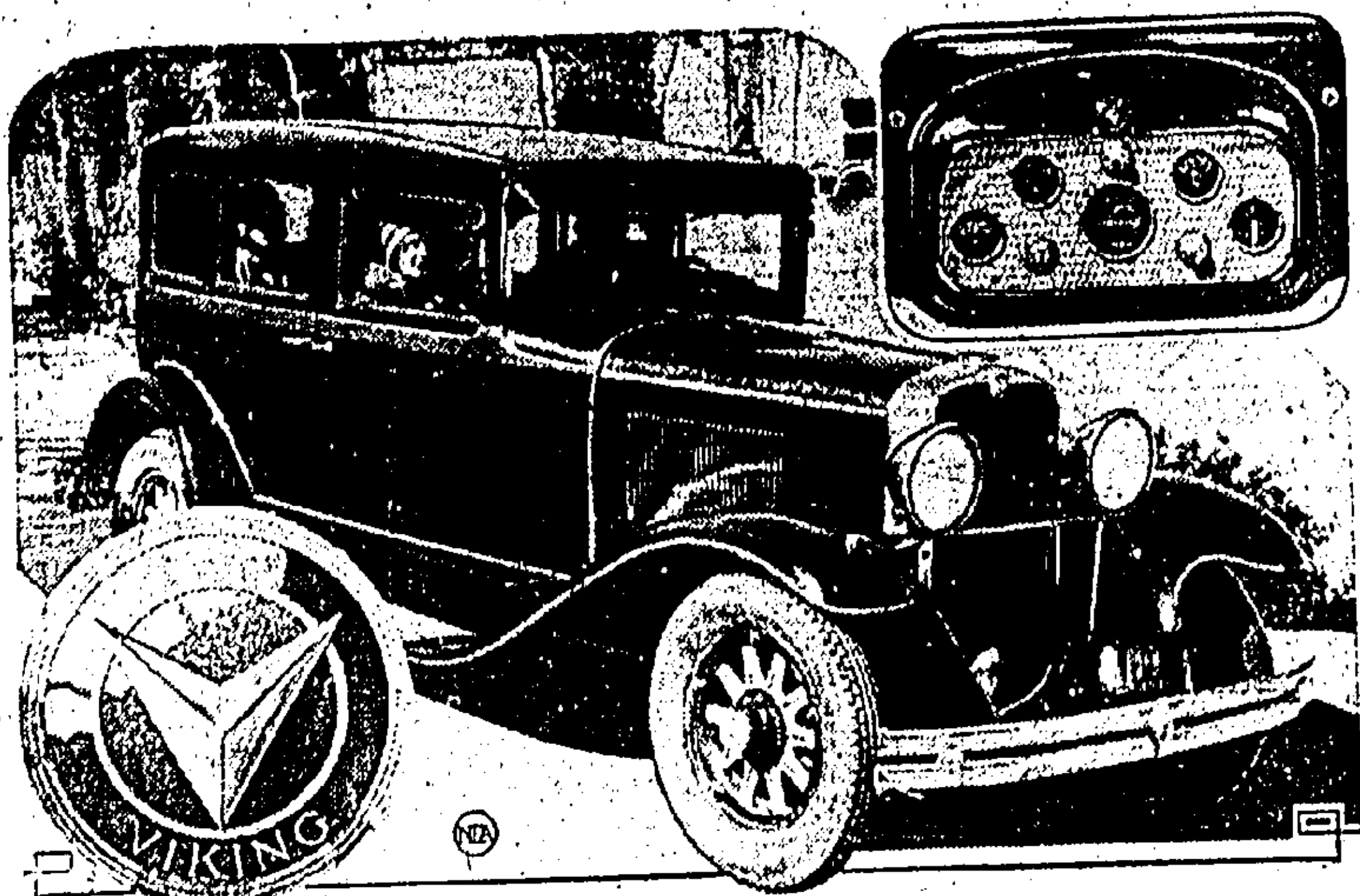
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Blue and Gun Metal Blue.

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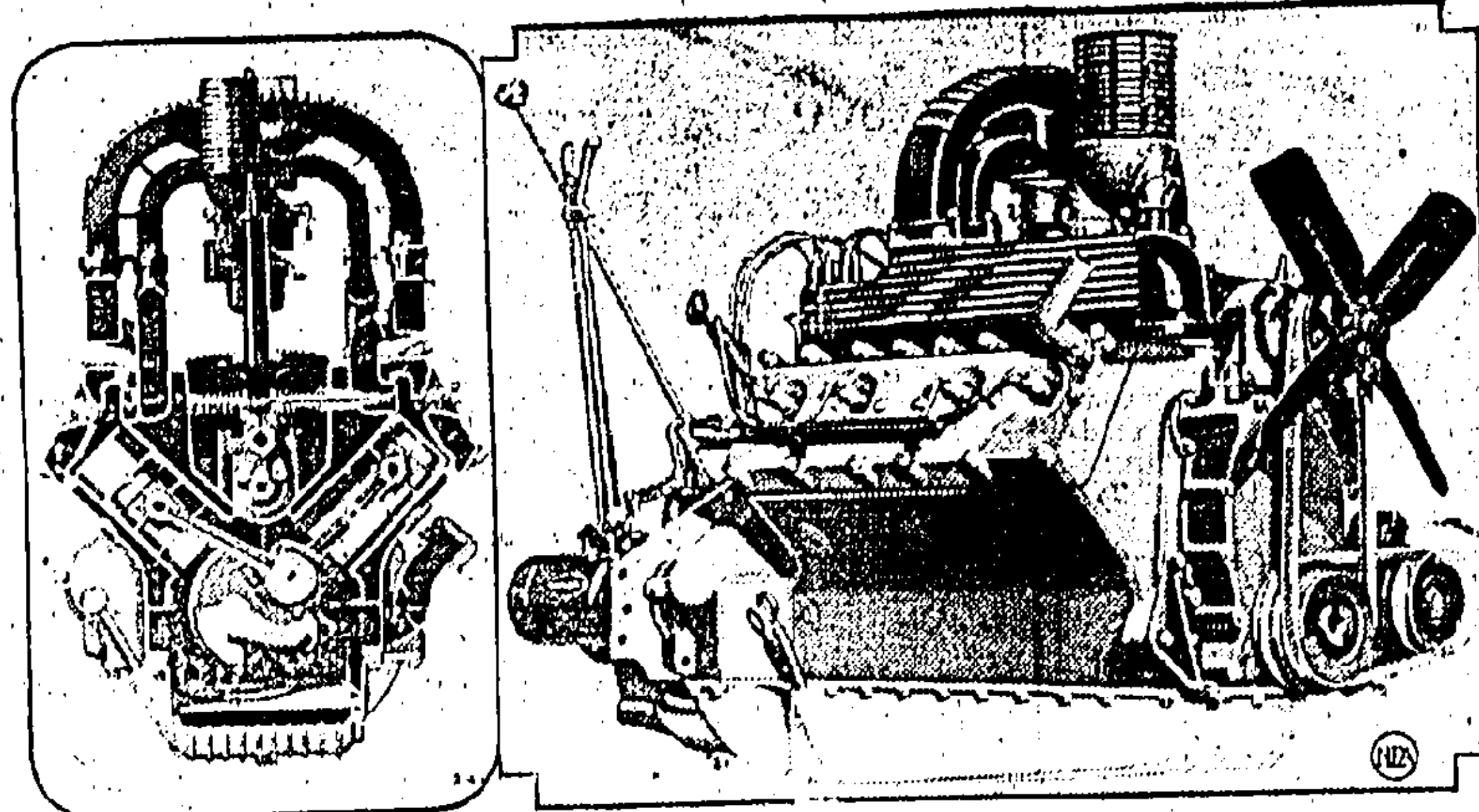
OLDSMOBILE'S COMPANION CAR.

New V-Type Eight Makes Appearance.

[Special to the Hongkong Telegraph by Israel Klein.]



The Viking... a V-type eight. Photo shows the sedan model for this price. Insets are photo of the instrument panel on the dash, and the Viking emblem.



The Viking Eight motor, cross section and three-quarter view, showing at left the position of the valves and general design of the engine.

Lansing, Mich., April 13.—For 30 eight-cylinder cars, each of a different type, had been put through a severe elimination test—their six—an eight-cylinder car in the medium-price field. For the last several months more than

the country, Oldsmobile introduces the Viking, a 90-degree V-type eight with features that have never before been seen in an automobile. Perhaps the most interesting

feature is its price—\$1595 at the factory for any one of its three standard models, a five-passenger four-door sedan, a close-coupled five-passenger sedan and a convertible coupe for four. This is the lowest price at which a V-type eight had ever been offered.

Outside of its price, the outstanding feature of the Viking is the novel design of the motor, the first time it has been tried for automotive use. Unlike the regular V-type engine, this one has its crankshaft and valve mechanism in the V above the crankshaft, instead of being within the crankcase and cylinder blocks. Thus not only is this space, heretofore practically waste, utilized, but the arrangement permits of accessibility such as has never before been available in such engines.

New Valve Arrangement.

The valves are horizontal and, together with the design of the cylinder block and head, form what is termed a quasi-overhead valve arrangement. As a result the engineers have obtained simplicity, accessibility, rigidity, silence, efficient cooling, complete use of all the fuel and operation with minimum attention. They have combined the fuel distribution advantages of the overhead valve location with the rigidity of the side valve mechanism.

Placed in the V between the two cylinder banks, the valve mechanism can be reached merely by lifting a cover plate on top. Accessibility to the cylinder blocks requires merely the lifting of cylinder heads and removal of water intake and spark plug connections.

While it is easier and cheaper to manufacture a straight eight engine, the Oldsmobile engineers point to the operating advantages of their own choice. The crankshaft is much shorter and sturdier, minimizing vibration and whip considerably and assuring smooth and quiet operation. The shaft revolves on three main bearings and is balanced by four counterweights.

Better Cooling Opportunities.

The utilization of the V above the crankshaft in the Viking has also permitted a more efficient cooling system, both for the cylinders and the oil. The water jacket completely surrounds each cylinder and all the valves, reaching down to the bottom of the cylinder walls. Oil splashed against the cylinder walls from below and above is cooled by the circulating water so that high speeds may now be sustained for a longer time with this system, due to the quicker cooling of the lubricant.

Besides this provision for greater oil cooling, there is a new type of oil pan grooved along the bottom so as to afford additional cooling surface for the oil. This grooved oil pan also includes another feature entirely new in automotive design—a form of "fish ladder" or series of cross strips which form troughs at the bottom of the pan so as to trap destructive sediment and foreign particles from the oil.

Another innovation is the large downdraft manifold reaching over the engine so as to permit the fuel mixture to flow down to the combustion chambers aided by gravity. This form of manifold has been found much more effective than the straight type heretofore used. In addition, the intake manifold is so constructed that the intake valves are equally distant from the carburetor, thus eliminating the chances of "starving" some cylinders in favour of others and assuring equal combustion at all times.

Controlled Hot Spot.

The exhaust manifold is brought over the intake from the left side so as to furnish a hot spot to pre-heat the gases in the centre of the intake manifold. This hot spot is controlled from the dash.

The Viking crankcase ventilation system is designed to prevent seepage of gasoline into the crankcase or moisture created by combustion. The air is drawn in from a breather at the bottom and is circulated over the oil and upward to the carburetor. The moisture and oil spray brought up by this current of air is of great help to proper carburetion.

The entire motor block is cast in one piece, the first time a V-eight block has been manufactured this way. This has enabled engineers to put into it strong cross braces and ribbing that increase its rigidity and form a solid foundation for the large crankshaft bearings.

The power obtained from this motor reaches 31 horsepower at the average running speed of 3000 revolutions a minute. In a recent test for newspapermen, the car was driven at varying speeds up to 80 miles an hour, without a perceptible vibration in it. Yet the motor seemed to have power to go even faster.

A recent run across the continent over mountain and desert averaged 47 miles an hour, with only three minor adjustments—not in the motor—for the entire

'BUSES OUST TRAMS.

Serve City of 143,000.

Pateron (New Jersey) is now the largest city in the U.S.A. in which all public transportation is supplied by motor buses.

This city has a population of 143,000. Its tramway system gradually has been diminished, and the last route recently was closed.

JUDGE ON WHEELS.

Special police in France are empowered to stop speeding motorists on the road, hear their cases and fine them. Six cars with such policemen patrol French roads.

PAY FOR THEM, TOO.

High accidents in the United States last year cost \$850,000,000, or nearly \$8 for every citizen in the country.

distance. The fuel consumption averaged 11.8 miles to a gallon.

Simple Body Design.

The Viking body has its innovation in the elimination of cowl lamps in order to bring out its simple stream lines from front to rear. The raised letter V, emblem of the car, appears not only on radiator, front bumper and hub caps, but is carried throughout the interior of the body as a main motif in its design.

Particularly striking is the instrument panel, highly finished in stainless steel on a black dash and lighted both by direct and indirect method.

Every modern invention for the comfort and convenience of driver and passengers is included—from fitting rear and front seats, adjustable steering wheel and driver's seat, 95-inch springs covering 80 per cent of the 125-inch chassis and hydraulic shock absorbers.

The frame is especially sturdily built with five heavy cross members braced on both sides in bridge construction style.

The entire car, even to the rear end, is designed as a single piece of simple beauty. Its appearance and its engineering advantages are expected to make this one of the most popular automobiles in the middle-price field.

RIDE CONTENTEDLY ON MICHELINS

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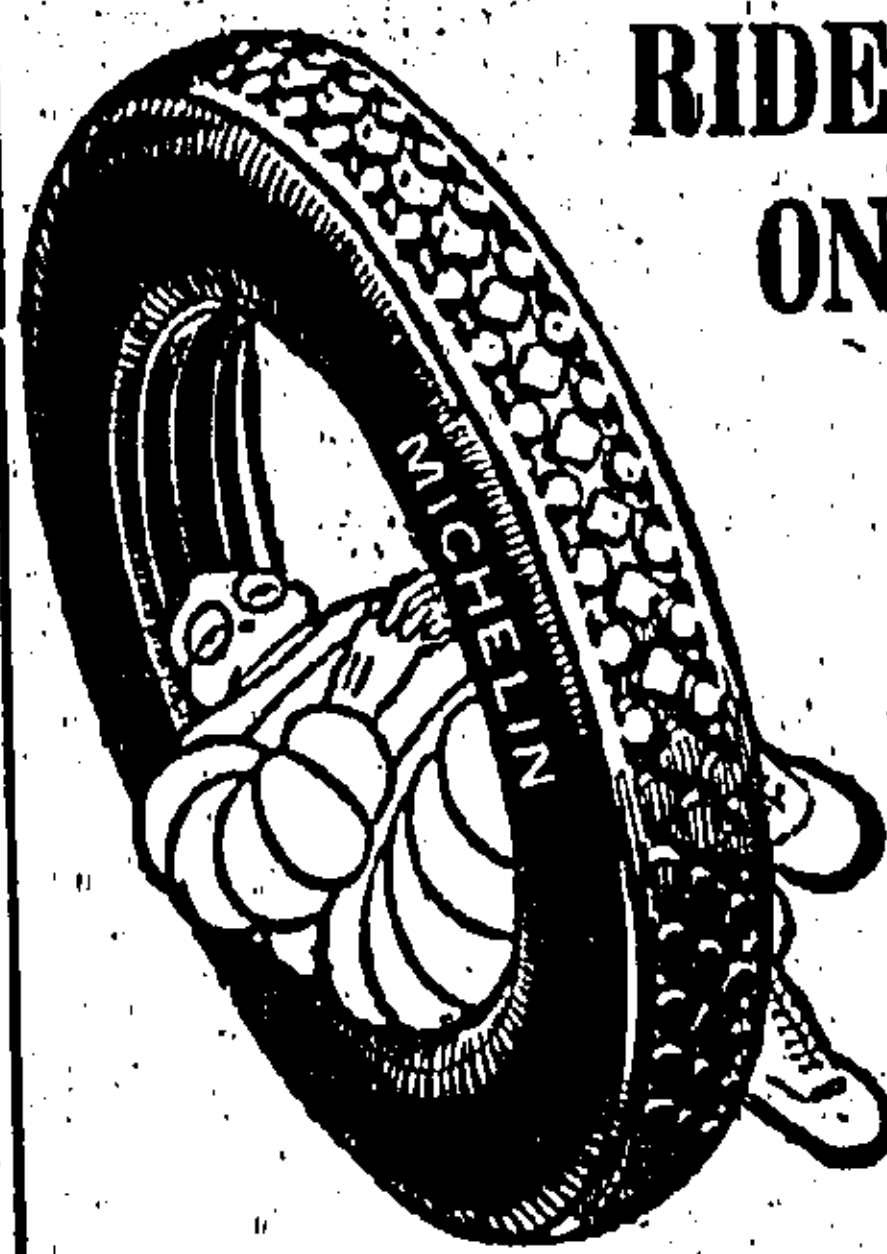
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And Twin Ignition power is only one of many new motoring luxuries. Without exception, those who drive the "400" say it is the easiest car to control they have ever tried. Big hydraulic shock absorbers, bumpers front and rear, and centralized chassis lubrication are regular equipment.

Without the usual penalty of high price, here is the most luxurious type of motoring. Ask those who have driven it!

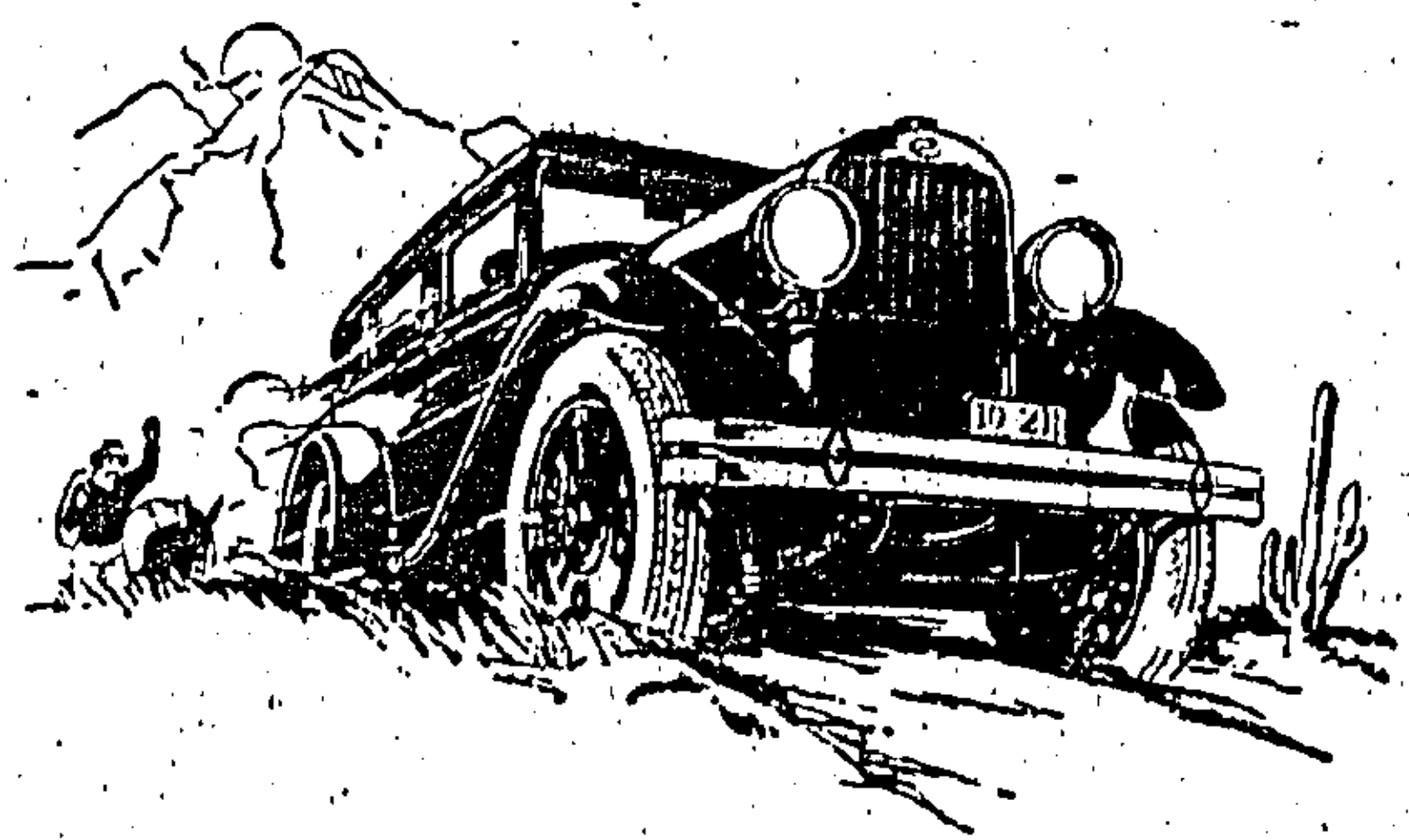
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Full 55-horsepower! For hills and hard pulling in high — for mastery of the open road — for sparkling acceleration in traffic! Just drive this new Oldsmobile — and let your own experience confirm that now familiar phrase, "The Fine Car of Low Price!"

Fine-car standards demand power plus smoothness — so Oldsmobile introduced a new cylinder head which provides brilliant high-compression performance without the use of special fuels.

Fine-car standards demand power plus silence — so the Oldsmobile engine is rubber-mounted and its bodies insulated to deaden noise! Fine-car standards demand all this plus enduring stamina — so the new Oldsmobile wastested for over a million miles before being offered to the public!

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GARAGE.**

Hongkong Telegraph.

Pictorial Supplement

May 11th, 1929.

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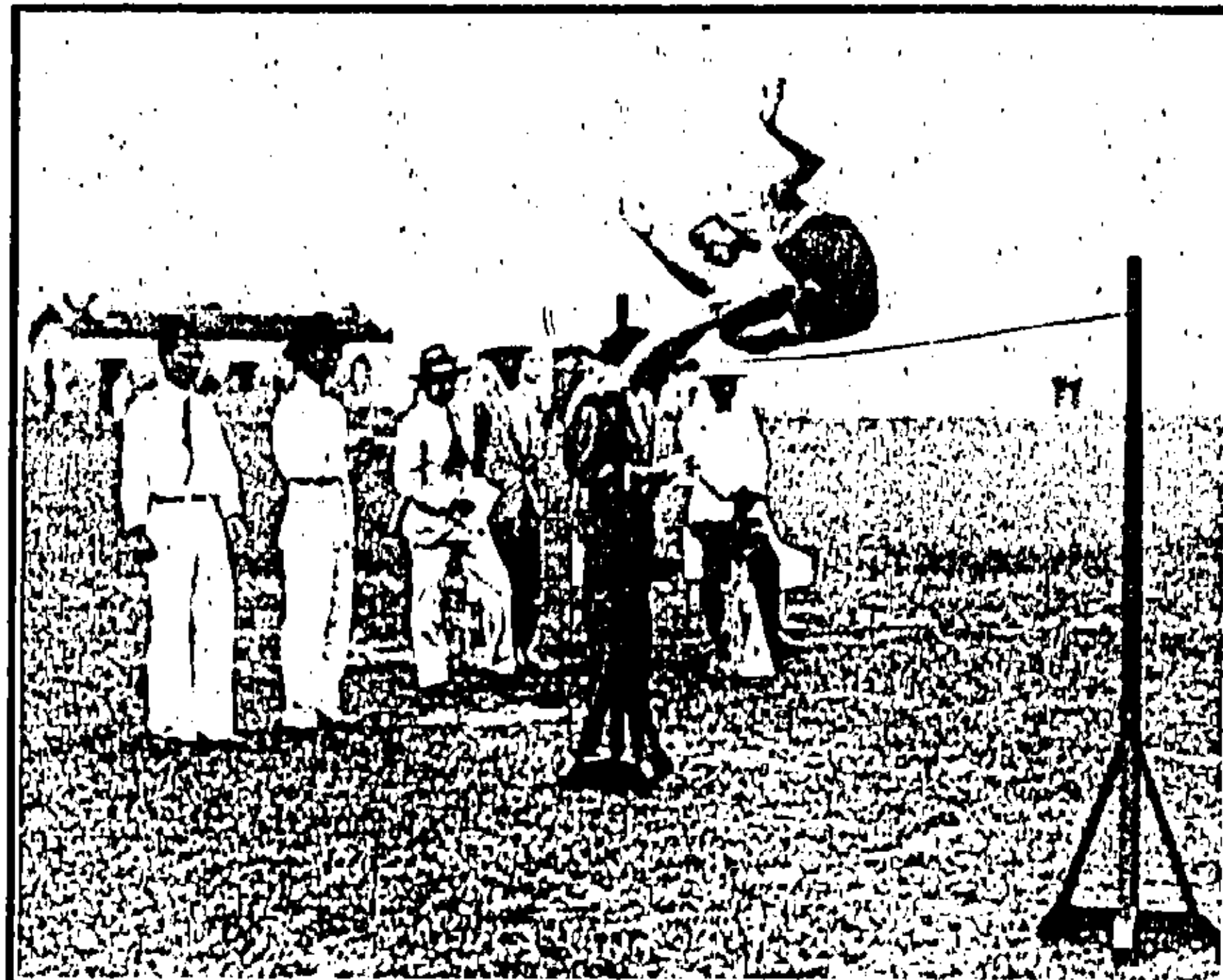
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To 2nd Floor, No. 50 Queen's Road.

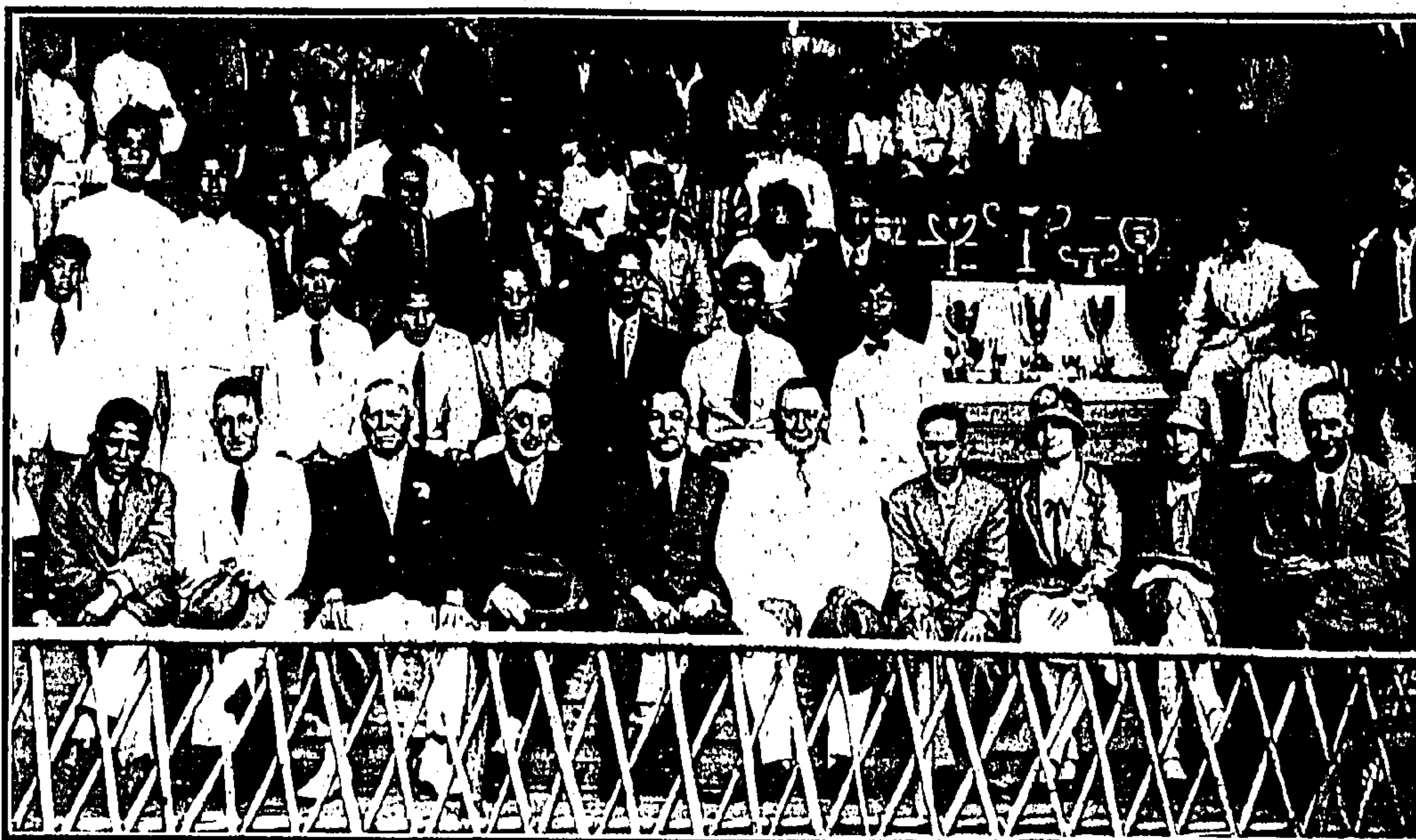
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Above, an excellent action picture of the High Jump at the Sacred Heart College sports last Saturday; below, Chinese competitors in the Thread and Needle Race on the same occasion. (Photos: Mee Cheung).



This group was taken just prior to the distribution of prizes at the annual sports of the Sacred Heart College on the Kowloon F.C. ground on Saturday. In the centre is seen Mr. T. F. Bradford, Chairman of the Kowloon Football Club, on whose right is the Hon. Mr. J. P. Braga, with Mr. J. S. Shank, the College headmaster, on the left. (Photo: Mee Cheung).

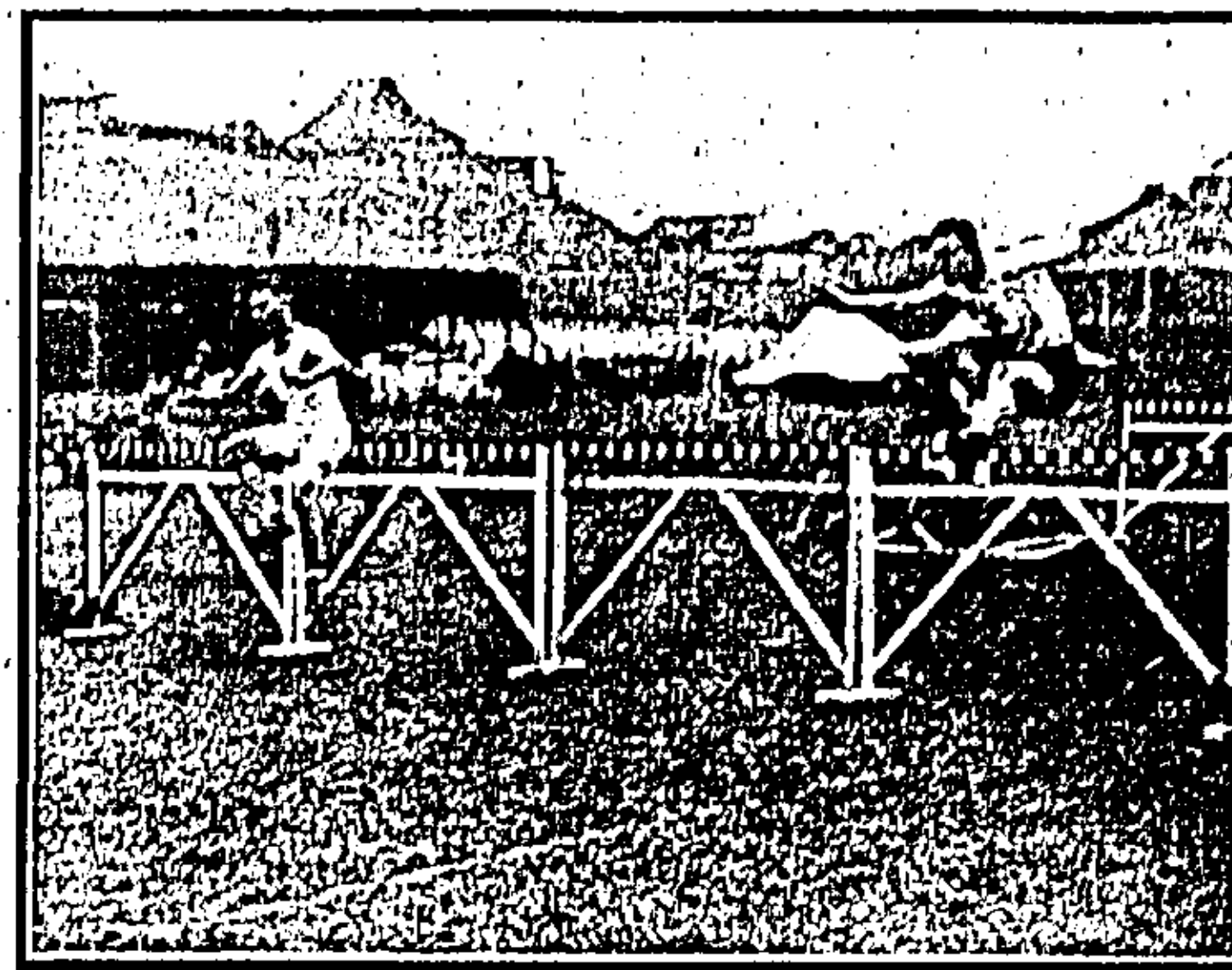


The Hon. Mr. J. P. Braga presenting prizes at the Sacred Heart College sports. (Photo: Mee Cheung).

In the earlier part of the week, there were long queues of Chinese with all manner of receptacles lined up at one of the street fountains in On Lan Street, off Wyndham Street. Here is a typical picture showing how great the demand was for water. (Photo: Mee Cheung).



Billiards team from H.M.S. Cornwall, winners of the China Squadron Billiards Cup for the 1928-1929 season. (Photo: Mee Cheung).



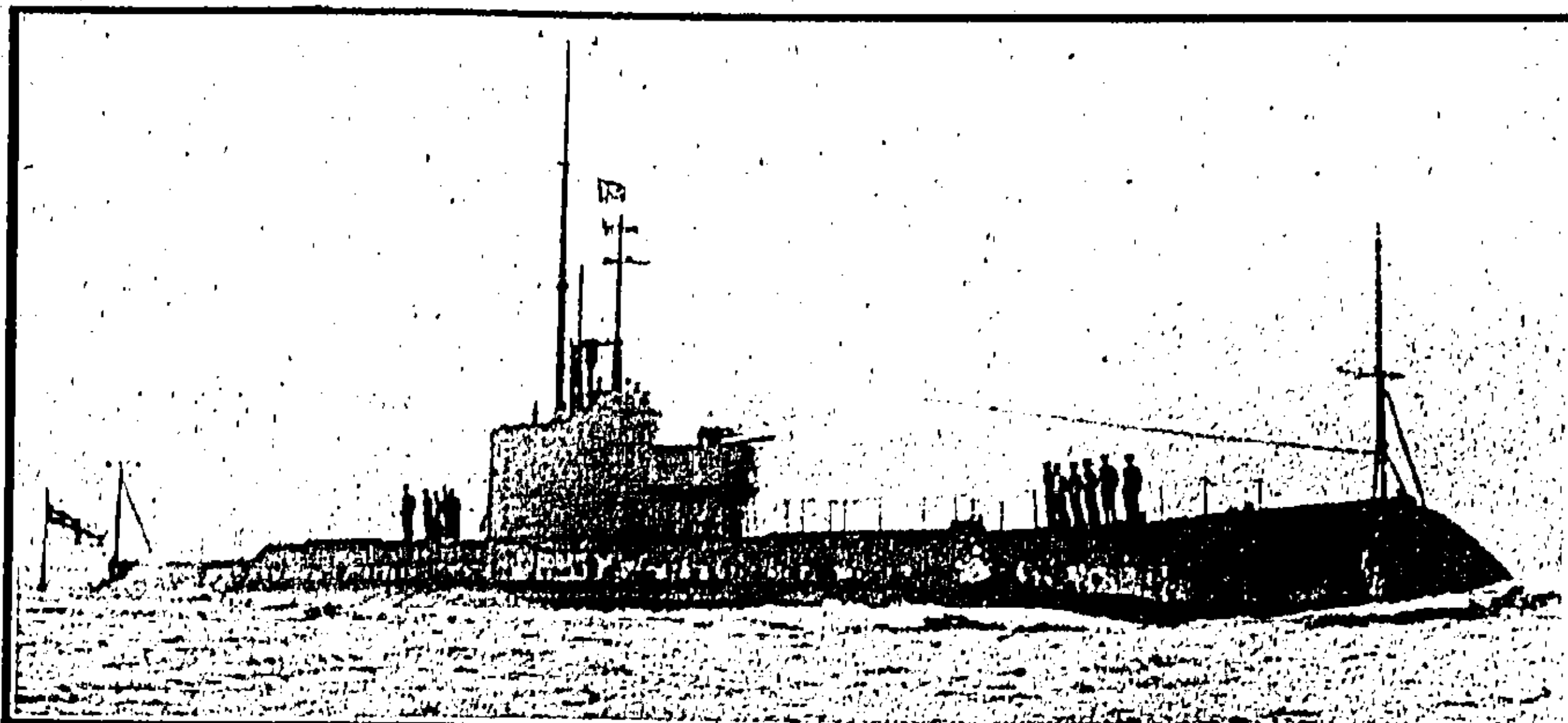
A good picture of the hurdle racing at the China Command military sports at Sookunpoo last Saturday. (Photo: Mee Cheung).



Energy personified by competitors at the Sacred Heart College sports. (Photo: Mee Cheung).



A striking bird's-eye view, taken from the "Morning Post" Building, of a double queue of kerosene tins and other receptacles brought by Chinese to street fountains in On Lan Street and Wyndham Street for their daily water rations. (Photo: Mee Cheung).



Here is seen H.M.S. Osiris, the latest British submarine to be completed, arriving at Devonport from the contractors. She is to be commissioned for service on the China Station, together with other craft of the same type. (Photo: Central News).



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STAINS
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KAYAMALLY BUILDING.

HOSPITAL'S ROMANTIC HISTORY. CAMPAIGN FOR NEW BUILDING LAUNCHED.



Thirty-five babies, recent arrivals at the Margaret Williamson Hospital, are shown in the picture. They are children of both well-to-do Chinese and those not so well-to-do, but they all receive the same loving care and attention.

Hospitals and medical work a friend of the late Mrs. Lambuth, Bishop Lambuth's wife. It was through Mrs. Lambuth that she became interested in Dr. Reifsyder, a legitimate appeal to support an organization of that description is a sure sign of a generous response. It is with this assurance that the Governing Board of the Margaret Williamson Hospital in Shanghai is launching a campaign for £15,000,000 to be used in conjunction with the £125,000, which is being raised in America, for the erection of a new building in place of the present worn-out structure.

The present hospital, which is making its first appeal to the Shanghai community, was built 45 years ago. It has done good work, but it is no longer adequate for the demands made upon it. Part of the structure has already been condemned by a constructive engineer, and as the building is in no way adequate water-supply, heating apparatus, and no modern sanitation, and has unsuitable dark rooms and offices, the necessary repairs would be an expert opinion maintaining a waste of money.

Has Interesting History.

The history of the hospital is an interesting one. In 1884 two American women, Dr. Reifsyder and Miss Mackelzie, a nurse, and Miss Mackelzie, a nurse, came to China on medical work. When they arrived, they found only 21 patients, and they were young and tried that the Society had been handed down from one generation of workers in the mission field to another. "Time will rectify that."

Miss Mackelzie was the first trained nurse to come to China on definite mission work, and both she and Dr. Reifsyder settled down in a two-roomed house in the Chinese City to which Chinese women crowded when they learned that medical help was always readily given. This house Sochow migrated. A student was sent by a Chinese lady, who was wishing to enter the college must be still living, Mrs. Wong Tai-tai, have either a bachelor's degree

from an approved college or have had two years' collegiate work to her credit in addition to an approved high school course. This is demanded in order to keep up the necessary standard.

Fortunately the hospital property consists of 21 mow of land so that there is plenty of room for expansion, and several buildings have been donated, such as out-door clinics, and dormitories for nurses and medical students, the greater part of the cost of which has been borne by the Women's Board of the Methodist Episcopal Church (South). But the main building, the centre of the work, is the one which is seriously expiring, the thoughts of the doctors. It must be rebuilt at all costs as, owing to its age and antiquated

Seamstress' Gifts.

The reports sent home telling of the need for a hospital and the subsequent history of the work is interesting. The imagination of a poor seamstress in New York City were so completely aroused that she gave from her meagre savings toward establishing a hospital for women and children in Shanghai. She never visited China, nor saw the hospital which bears her name—Margaret Williamson—but only three weeks ago a piece of her passed through on a world tour and spent one or two hours at the hospital. It is good to know that this same Margaret Williamson, in spite of her apparently reckless use of her savings, died a comparatively healthy woman, and in the last retained great interest in the hospital, contributing very generously toward its upkeep.

In 1922 a School for Nursing was established in connexion with the hospital, and many a highly qualified nurse has finished her three years' course in preparation for nursing before going further on to a world tour and spent one or two hours at the hospital. It is good to know that this same Margaret Williamson, in spite of her apparently reckless use of her savings, died a comparatively healthy woman, and in the last retained great interest in the hospital, contributing very generously toward its upkeep.

"BE YOURSELF."

Sinclair Lewis' Latest Novel.

"DODSWORTH" FEATURES.

Sinclair Lewis has discovered the other side of Main Street. But he came upon it by a circuitous route. It was necessary to cross the Atlantic and wander through the ritzy salons of London and Paris; it was necessary to meet all sorts and conditions of European peoples and American tourists abroad; it was necessary to find those expatriated Americans who, from their points of European vantage, sneer at their homeland and apologize for it; it was necessary to make a long pilgrimage through the highways and byways of most of the other Main Streets of the world.

Babbitts All Alike.

And when this was done, Lewis returned and found that Main

style and total lack of all those things which make for efficiency to-day, it is fast approaching the final stages of its usefulness.

11½ Millions Treated.

During the past year as many as 36,361 out-patients were treated and 3,379 admitted into the wards as in-patients. Since the hospital was established in 1884 it has maintained a continuous service for women and children and over one and a half millions have received treatment.

A great deal of examination work is carried on amongst school children in Shanghai by the Public Health Department run in connexion with the hospital, and it is interesting to note that in a recent examination of the children in one of the wealthier schools 615 pupils out of 735 were suffering from some form of eye trouble.



A group of medical students at work in the laboratory belonging to the medical college attached to the Margaret Williamson Hospital. These students follow an intensive training for five years before receiving their degrees.

Street was still there, but that it had two sides. And that the Babbitt of Zenith was perhaps no worse nor better than the Babbitt of Vienna or Naples; that around the corner from Babbitt's mansion was another estate where lived people who essentially belong to the year 1929—people who need merely to cut a few wisdom teeth, in an international sense, to get along pretty well anywhere.

And so Lewis has added to his study of peoples and places a book about an automobile millionaire by the name of "Dodsworth"—a book which is likely to attract more attention than anything Lewis has done to date.

For Lewis has raised a large number of points, and started a vast number of arguments in this work—most of them well barbed for the army of poseurs which America has been producing.

"Be Yourself," His Advice.

So one of the outstanding admonitions of Lewis becomes.... "Be yourself!".... If that self is interesting, honest, kindly and worth while; you'll not need to blush for it in any part of the world.... Don't four-flush and make yourself ridiculous.... Forget the self-consciousness which so many Americans acquire abroad.

Well, at any rate, "Dodsworth" learned all about these things—



as Lewis did. And there is going to be a lot of conjecture about how much of this book is autobiographical.

For instance.... Sinclair Lewis, upon returning to America, immediately bought a farm in Vermont and spoke of "returning to the land." And Dodsworth, upon journeying through Italy, found that one of the greatest factors in achieving a solid foundation was the traditional love of the soil. The American farmer, he recalled, was urban-minded and moved to the cities whenever possible.

Then, too, Lewis divorced his wife and was remarried to a writer he met in Austria, making a caravan trek thereafter. Dodsworth has left his wife at the end of the book and is going back to a woman who has been mellowed and made broad-visioned by a long

HISTORIC PEKING: II.



The beautiful camel-back bridge in the Summer Palace at Peking. It is made entirely of marble.

continental experience.

An American Analysis.

There are other points of contrast as between author and character.

The remarking of Dodsworth, generally speaking, is as typically an American analysis as anything Lewis has done heretofore.

Dodsworth lives in Zenith. But he has more background than Babbitt. Like so many American business men, Dodsworth has reached his late fifties and finds himself a slave to work. He is toiling away toward his grave, building a fortune without ever having had a play life. His wife is much younger, and being of modern vintage looks and acts even younger than she is. She has been literally starving for a chance to be gay and sense life and emotional escape. They decide to go to Europe.

Calls Women Pampered.

One by one, Dodsworth learns the following lessons: American women "get away with murder" when contrasted with Europeans. They are the world's best treated creatures. They do the sort of things his wife, "Fran," did. And Mrs. "Fran" Dodsworth, while being fond of her husband, decided that his salon manners were bad. She was too easily impressed by

what passed for culture, and became a climber and a "yes man" of titled circles. She was quick to accept the theory that the European male knew more about romance and love than the busy Americans—all of which was perfectly all right until she actually prepared to marry one of them, and then she found that she would have to toe the mark, how to centuries of tradition and get over being spoiled. Which was too much for her.

Meanwhile Dodsworth found, for instance, that a Britisher or Frenchman could criticize America for having troops in Nicaragua, but that the very heavens fell, if one dared mention the French in the Rif or in the Congo. He found that an American was supposed to swallow the accusation of being the world's greatest money grabber—whereas he found the business figures of France and London quite as vivid. He met the expatriate youngsters from the middle west, sitting about the Dome and the Select and he thought them rather tragic in their failure. And, finally, he found that, cut loose from his wife, and taught lessons in self-assurance and simplicity by a woman of the world, that he was able to live among some of the "very best people."

Left Selfish Wife.

Thus, through a woman of the world, did Dodsworth learn his own value and when he again met his selfish, self-centred wife, he couldn't stand it. He needed, as most men need, the confidence and respect of their women—something more than superficiality, and some definite bond of understanding.

"Dodsworth" is a book that will cause a lot of comment!



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EASTERTIDE ON THE SURREY HILLS.



Large numbers of Londoners spent the Bank Holiday in the Surrey Hills; and our photograph shows holiday-makers admiring the view from the summit of Box Hill. —(Times copyright).

Fashions for Afternoon



I
Nicole Groult Uses
Straw in Imitation
Of Wide-Meshed Net
For This Chapeau
With Its Unusual
Detachable Brim.



II
The Dipping Hemline of the Skirt
Is Repeated in the Trim Jacket
Of This Black Crepe de Chine
Nicole Groult. Afternoon Ensemble.
The Figured Scarf Collar May Be
Tied in a Bow or Left to Hang.



III
Heavy Charmeuse the Color of Old Parchment
Is the Medium for This Nicole Groult Frock
With Its Rows of Ruffles on the Skirt
And Its Modernistic Sleeve Treatment.



IV
A Swathed Hip-band
And a Roguish Scarf
Are Modish Touches
On This Georgette
Afternoon Gown by
Marcel Rochas.

Formality and Grace
Are the Characteristics
Demanded for Costumes
Worn in Daylight While
The Hour Hand Goes Down

V
Philippe et Gaston
Offer This Silk Suit
In Green Crepe de Chine.
Both Jacket and Skirt
Dip and Flare in the
Season's Modish Manner.



EVENING GOWNS divide naturally into formal and informal types; sports things are decidedly for either spectator or participant. But the attire needed for all the different afternoon uses cannot be classified so simply.

All costumes designed for afternoon have a few qualities in common, however. They are, first and foremost, far more formal than the daytime things that one wears before or to lunch. Their second noticeable family quality is gracefulness. Whether they trail clouds of glory behind them in the form of figured chiffon long skirts or whether they merely allow their skirts more freedom, they are pre-eminently feminine and graceful.

The range of afternoon clothes extends from the dressy tailor of silk or satin to the charming little frock that, invited to tea, is perfectly at home if its wearer decides to stay to dinner and dance. Most of them make much of sleeves. Or else they do nothing about sleeves, being quite devoid of any. It is strictly a plus or minus attitude towards sleeves that this type of attire takes.

THE afternoon costume may be a frock, ensemble, suit or jacket frock. But it is invariably made of handsome fabric, rich materials being its pride and birthright.

Figured fabrics have quite a place in the new formal afternoon things. Exquisite figured chiffons, flat crepes, satins and georgettes go into the fashioning of many. Very fine crepe de chine does its bit also.

The colors of these new costumes vary exceedingly. They are more apt to be subtle in their blending of colors than striking, more apt to be pastel-shaded than decidedly bright. Much is made of old parchment, a gold off-white, and lilac gray—a soft silver with a slight lavender tint to it—is excellent.

Of course, the black-white combination is inevitable wherever smart women gather for tea, cocktails or gossip or balls.

Perhaps the favorite afternoon costume is the new silk suit, cut of gorgeous stuffs, made on gracious lines that are far dressier than the straight-around-morning clothes. Most of these feature curved hemlines, with little coats that yes-yes the curved idea or else do something original of their own.

I. THIS hat, designed to be worn with formal afternoon attire, is straw in imitation of wide-meshed net. Its wide brim is detachable, making it possible to wear the crown as a close-fitting toque.

In this hat, so made that it can play a double role, is seen the originality that marks the current styles of chapeaux to accompany the original afternoon mode. Hats of novelty straw—many of

them in the new lace weave seen in the hat illustrated—are much in evidence this spring.

II. AN especially charming afternoon ensemble is this one composed of a skirt and coat of black crepe de chine and a blue and white figured blouse. The skirt is gored, with inverted pleats at every gore and has the popular longer-in-the-back hemline.

The trim little jacket also has a down-in-the-back hemline and flaring sleeves. The lining of the jacket is of the same blue and white material as the blouse. The scarf can be tied in a bow or allowed to hang.

III. ONE of the most delightful of the season's afternoon creations is this one-piece frock from the salon of Nicole Groult. Made of heavy charmeuse in the color of old parchment, it follows princess lines and has rows of ruffles posed in curved lines on the skirt.

The sleeves, rather tight from shoulder to elbow, flare at the wrist with a series of circular ruffles.

The frock is belted at the waistline with self-material fastened with a round, pearl buckle. A single strand of pearls is the only accessory the gown requires.

IV. MARCEL ROCHAS designed this soft and delicate afternoon gown that, being sleeveless, can also be worn in the evening. It is fashioned of pink georgette and has a swathed hipband of darker pink paillettes.

Despite the fact that it is sleeveless, this frock makes much of the neckline and, though this is not cut very low, it has a scarf bordered in dark pink paillettes. This scarf ties right under the chin in a roguish manner.

From the tight hipline a circular skirt with many graceful panels falls in the most charming lines of the present mode.

V. AS fresh and gay as spring itself is this suit in green figured crepe de chine from the salon of Philippe et Gaston. Its material has a novelty coin dot in three shades of green.

The skirt flares, dips in the back and lifts in the front to show a little bit of a drop skirt of dark green crepe de chine.

The coat is unusual for its snugly fitting shoulders and pronounced flare. The cuffs and neck of the coat, worn over an eggshell chiffon blouse, are bound in harmonizing ribbon.

The cool charm of this outfit, due to its coloring and the light weight of its material, makes it one of the most desirable of current afternoon costumes.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph

Pictorial Supplement

May 11th, 1929.

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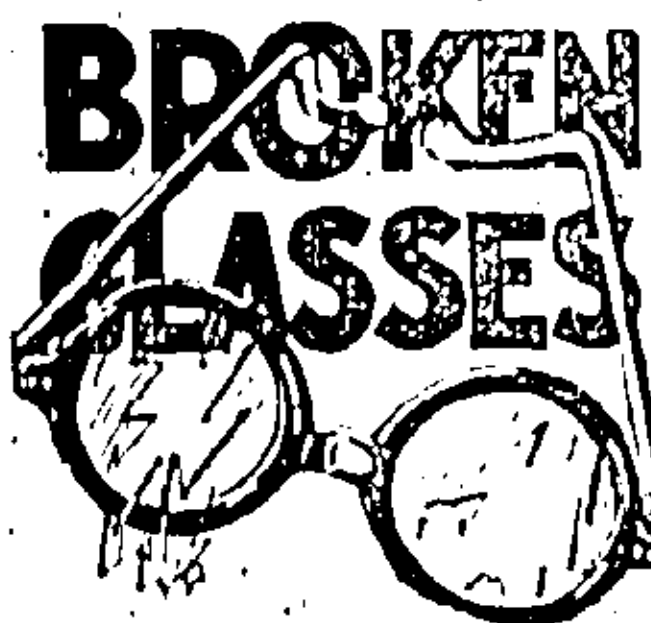
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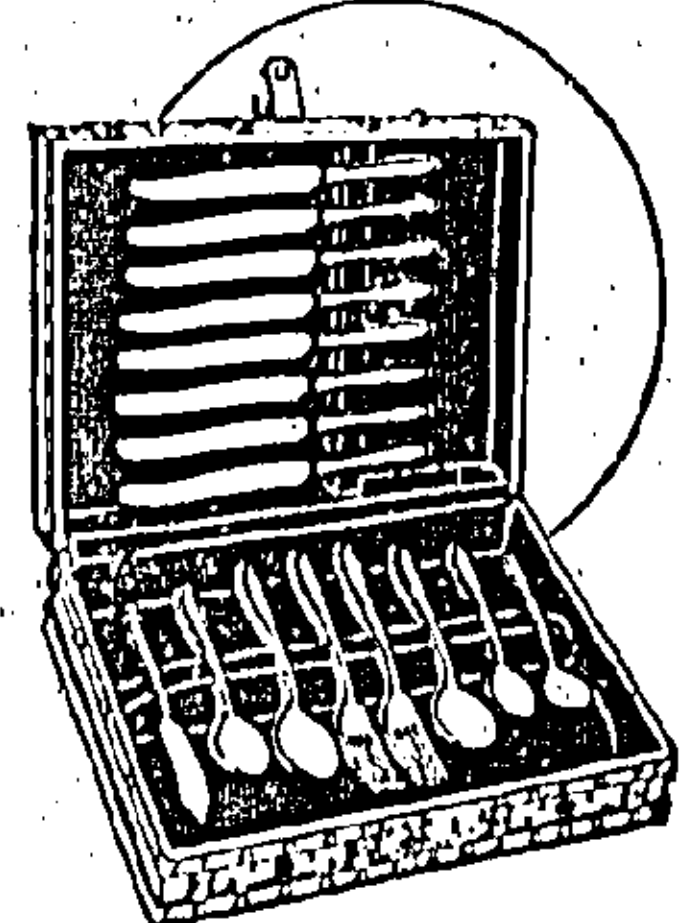
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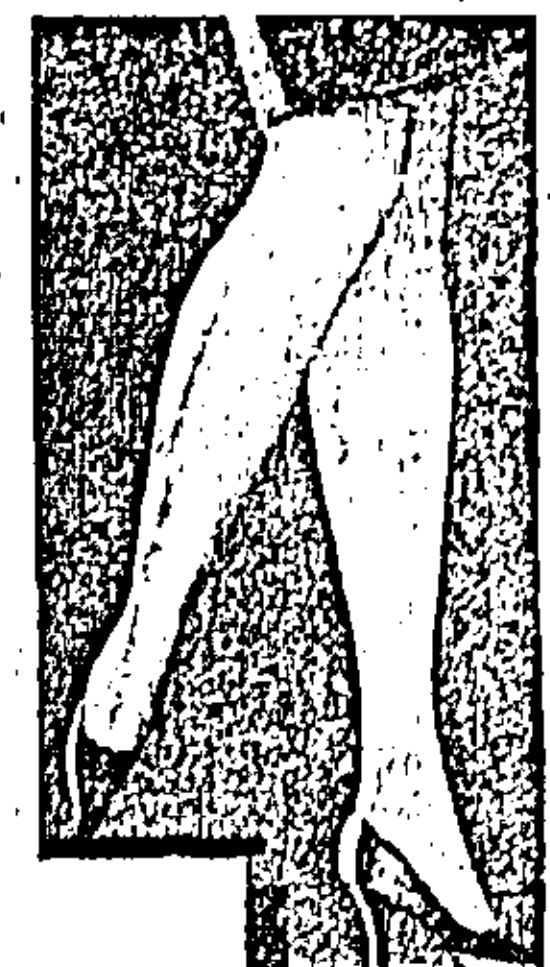
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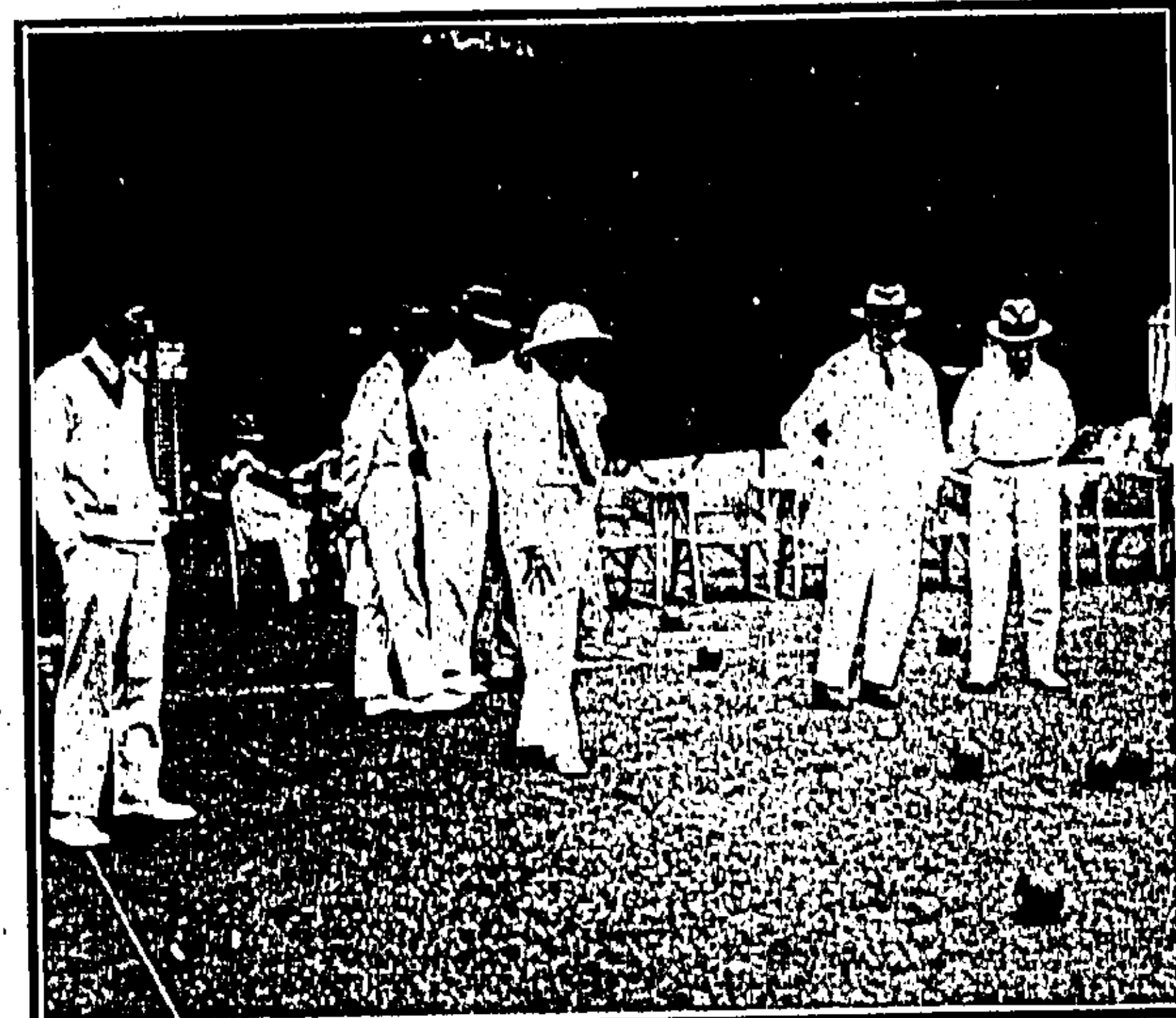
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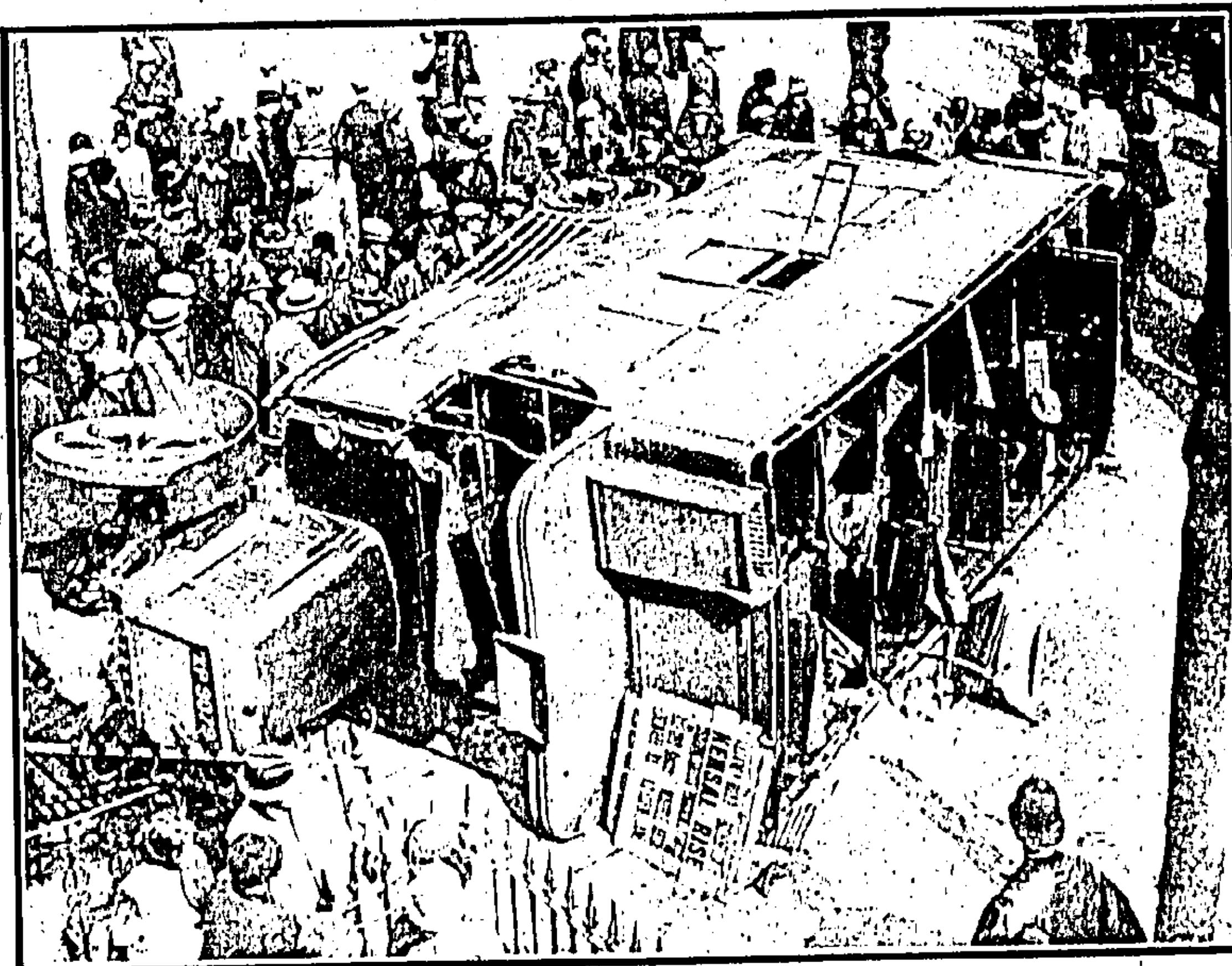
This bridal group was taken after the wedding, which took place on May Day, of Mr. James Grant and Miss Alice Blyth. (Photo: Ming Yuen Studio).



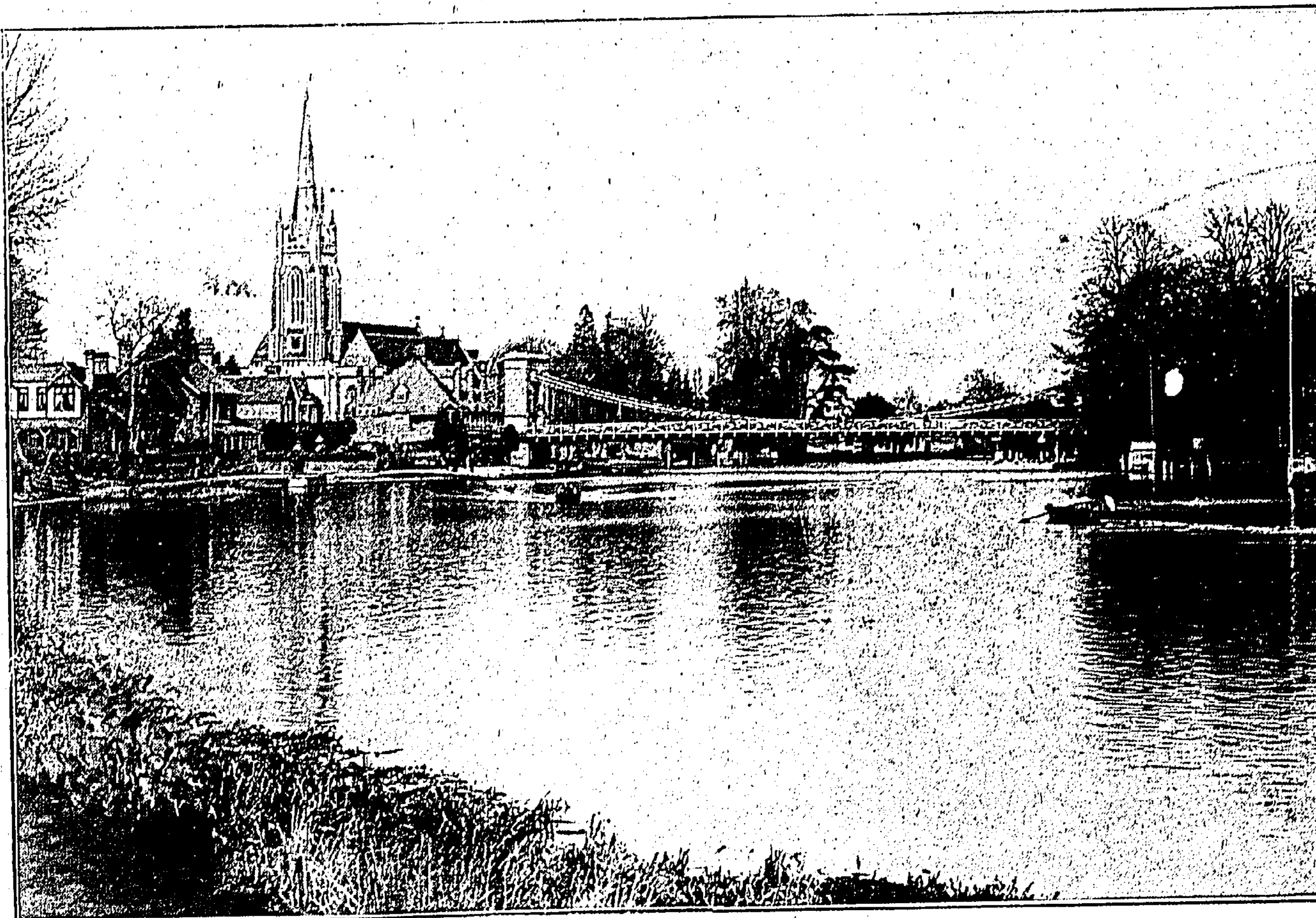
In the 2nd Division of the Lawn Bowls League, K.B.G.C. were at home to the Recrelo on Saturday and won by 69 to 64. Picture shows play at one of the rinks. (Photo: Mee Cheung).



Here are some good snaps of the play during the lawn bowls match between the Kowloon Bowling Green Club and the Club de Recrelo last Saturday. (Photo: Mee Cheung).



Following a collision with a private motor-car, this London omnibus crashed into the railings of a house in Maida Vale and overturned, causing many casualties. Picture shows scene after the accident. (Photo: Central News).



A view of Marlow and its suspension bridge, familiar to generations of lovers of the Thames. A proposal for the rebuilding of the bridge, which was built in 1835 and is now declared to be inadequate to modern traffic requirements, has been considered by the local authority, but the suggestion for an entirely new structure has met with strong opposition. (Times copyright).

TEXAS SHARE LARGEST.

The federal appropriation for highway aid for the year ending July 11, next, amounts to \$78,125,000. Texas, with a share of more than \$4,531,000, receives the biggest slice.

PEDESTRIAN'S RIGHT.

A recent decision of the U. S. Court of Appeals is that the pedestrian has the right-of-way whenever he steps off the curb while the "go" sign of a traffic signal is with him.

FIAT VICTORY.

Wins Cup Outright.

SWEDISH EVENT.

One of the most important and most severe international motor reliability trials, is certainly the "Winter Cup" which is contested each year in Sweden over a particularly difficult course. The roads are narrow, covered with snow and ice, and are, in certain parts, almost impassable. The natural difficulties of the run are increased by the comparatively high average speed—35 miles per hour—imposed on the competitors, and by the length of the course—about 714 miles—which have to be covered in one stage without any intervals.

In this particularly difficult trial, in spite of the participation of competitors representing all that is best in the world's motor production, the Fiat has many victories to its credit. The Cup was first run for in 1906 and was won by a Fiat car driven by Mr. Emil Salomonson, who, with the same car, also won in the two successive years. The first Cup thus became the property of the Fiat.

For several years no firm succeeded in scoring three wins, and the second Cup was finally awarded to Mr. Osterman who won the race with two different makes of car, in 1913, 1914 and 1925. It fell to the lot of the Fiat to repeat the success of earlier years, winning the third Cup with three splendid victories in 1926, 1927 and 1929.

Mr. Groenkvist of Stockholm, the latest winner of the Cup, drove a 9 HP Fiat in the 1926 trial, a Model 503 Fiat in 1927 and a Model 520 in 1929, that is, the most popular and most widely known models of the great Italian firm.

This year, the winner's driving aroused the admiration of everybody; his car never stopped, except on the few occasions necessary for re-fuelling; the model 520 ran perfectly right to the end.

The "Swedish Winter Cup" valued at 5000 crowns, thus forms a fitting reward for the driver's skill and the perfection reached by the Fiat in the building of large numbers of its current models.

GAS PRODUCER.

Simple Aust. Invention.

SEEN AT SHOW.

Probably the most simple gas-producer plant yet invented, the Reddie Low Grade Fuel Oil Burner, is now in Sydney, and will be exhibited at the Royal Agricultural Show. Fitted to a Hart-Farr tractor, it will be seen on Messrs. Gibbs, Bright and Company's stand.

The principles of this invention were outlined in *The Sun* motor section some weeks ago, but the inventor—Mr. Dalmore Reddie—has made several small improvements in the apparatus now fitted to the tractor, and has also tested his patent on a car, with, he states, astonishing results.

Used on an old model Buick four, which normally averages 18 miles to the gallon, the gas-producer plant supplied fuel from residual oil on a run of 450 miles, and averaged 38 miles per gallon, he states. The saving is more apparent when the price of petrol is compared with that of residual oil, which costs 5d per gallon.

Makes Gas of Old Oil.

The object of the Reddie device is to decrease the running costs of tractors, trucks and buses by converting useless oil into fuel. Residual oil is that drained from the sumps of motors when its lubricating life is ended.

Sprayed under pressure and with an accompanying jet of air into a heated mixing chamber, the oil is cracked and converted into hydrocarbon, an inflammable gas. The heat for the mixing chamber is obtained by placing it in the exhaust manifold of the motor, so the cycle of operations means that the waste of the fuel—the exhaust—is supplying the heat to produce more fuel gas. This method is simplicity itself, as shown in operation, as the only necessity to produce gas is to keep the motor running, and the produced gas keeps the motor running.

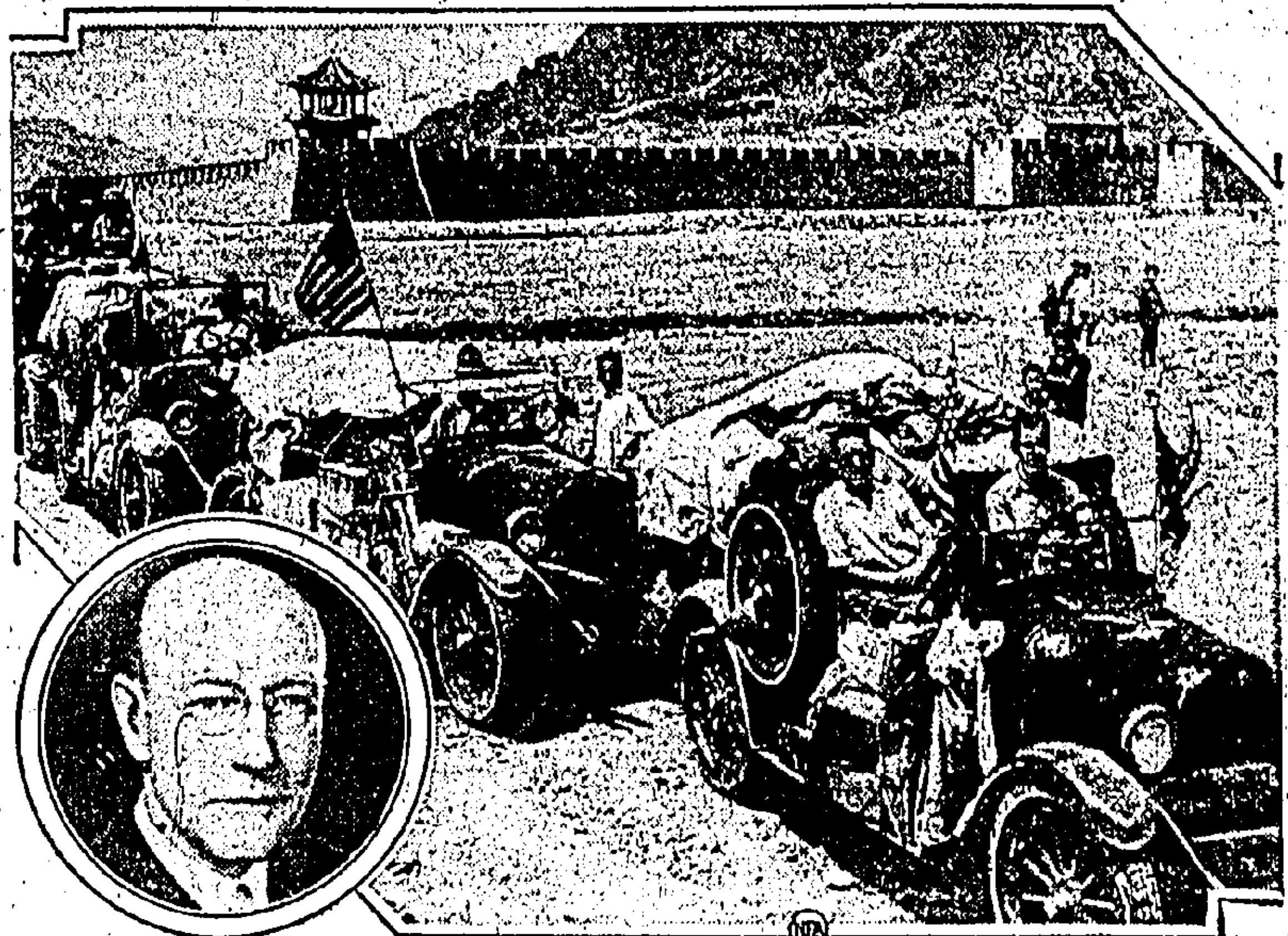
The initial heat to produce the first supply of gas is obtained by starting the motor in the usual way with petrol, which can be shut off, as soon as the temperature of the exhaust manifold around the mixing chamber is sufficiently high to crack residual oil. This happens within a few minutes.

The efficiency of the invention could be increased by the addition of a tank to store the superfluous gas produced and not burned when the motor is idling. This would give a ready supply when quick acceleration is needed. The operation could be made cleaner by fitting a reservoir to trap the tar and resin residues of the oil which are ejected from the mixing chamber; but these do not affect the palpable utility and possibilities of the invention.

A company known as Low Grade Fuel Burners, Ltd., is being formed to manufacture and sell the gas producer. It is estimated that the plant can be fitted to a motor at a cost of £45.

BACK INTO THE GOBI DESERT.

1929 Central Asiatic Expedition.



This is how Roy Chapman Andrews (shown in inset) ventures again into the Gobi desert in search of remnants of the past. His auto caravan is outside the Chinese wall.

New York, April 6.—When the 1929 Central Asiatic Expedition of the American Museum of Natural History, headed by Roy Chapman Andrews, sets out this spring into the Gobi desert in the wilds of central Asia, its chief means of exploration will be the automobile.

This expedition has ventured year after year into this little explored section of the world in an effort to bring back to civilization secrets of a forgotten past. In early years expeditions were transported by camels. Sometimes as many as 1,700 camels formed the caravan.

But in 1922 Andrews took a fleet of five automobiles. They proved so satisfactory that the following years have seen this number increase to eight. All are products of the Dodge Brothers factory in Detroit.

"Our motor caravan of eight Dodge cars, making 100 miles a day," said Andrews before he left here, "has permitted us to do virtually 10 years of camel exploration in one season and has enabled us to blaze a new trail into the great sand wastes, across a land where petrified bones are found of

fantastic monsters that walked the earth 35,000,000 years ago.

Pass Severe Tests.

"Some of the gruelling tests our cars were called upon to meet were standing under a broiling sun with temperature at 140 degrees, withstanding changes in temperature of 70 degrees in five hours and standing up with temperature at 45 degrees below zero as wind breakers before our tents, while blizzards heaped snow two feet deep along the desert they would cross the next day.

"Rivers 30 feet wide and four feet deep were crossed where there were no fords, the cars being rushed at full speed, showers of spray shooting out from the sides of the hood as we forced our way up the opposite bank.

"Other obstacles included a 5,000-mile trip over the sand with treacherous stretches of quicksand, desert storms which at times literally buried our caravan as we lay in our tents waiting for them to pass, grades where the cars seemed to stand on end, and acres of rocky terrain.

Andrews expects to continue this year the explorations of last year.

"It was with the cars that all the real exploring was done," he says. "We were equipped with 400 gallons of gas and 100 gallons of oil, which were to last us five months.

Found Giant Fossil.

"Our first base was established on a flat topped mesa above the valley of the Shara Murun river. From here we began the explorations which culminated in the finding of that giant beast still nameless that now ranks as the largest mammal that ever roamed the world.

"In trailless country our courses were set by compass. At night we took our position from the stars, worked it out by the tables navigators use at sea and plotted the course the cars would follow the next day.

"Our caravan fought a way through sand and rock, through blizzards, flood and sand-storm, across the desert and back to the world of roads.

"This is why, when the Central Asiatic Expedition of 1929 starts west from Kalgan into the desert again this spring, the American flag of the leading car will fly over the same fleet of cars, travelling into a roadless world where even camel trains seldom go."

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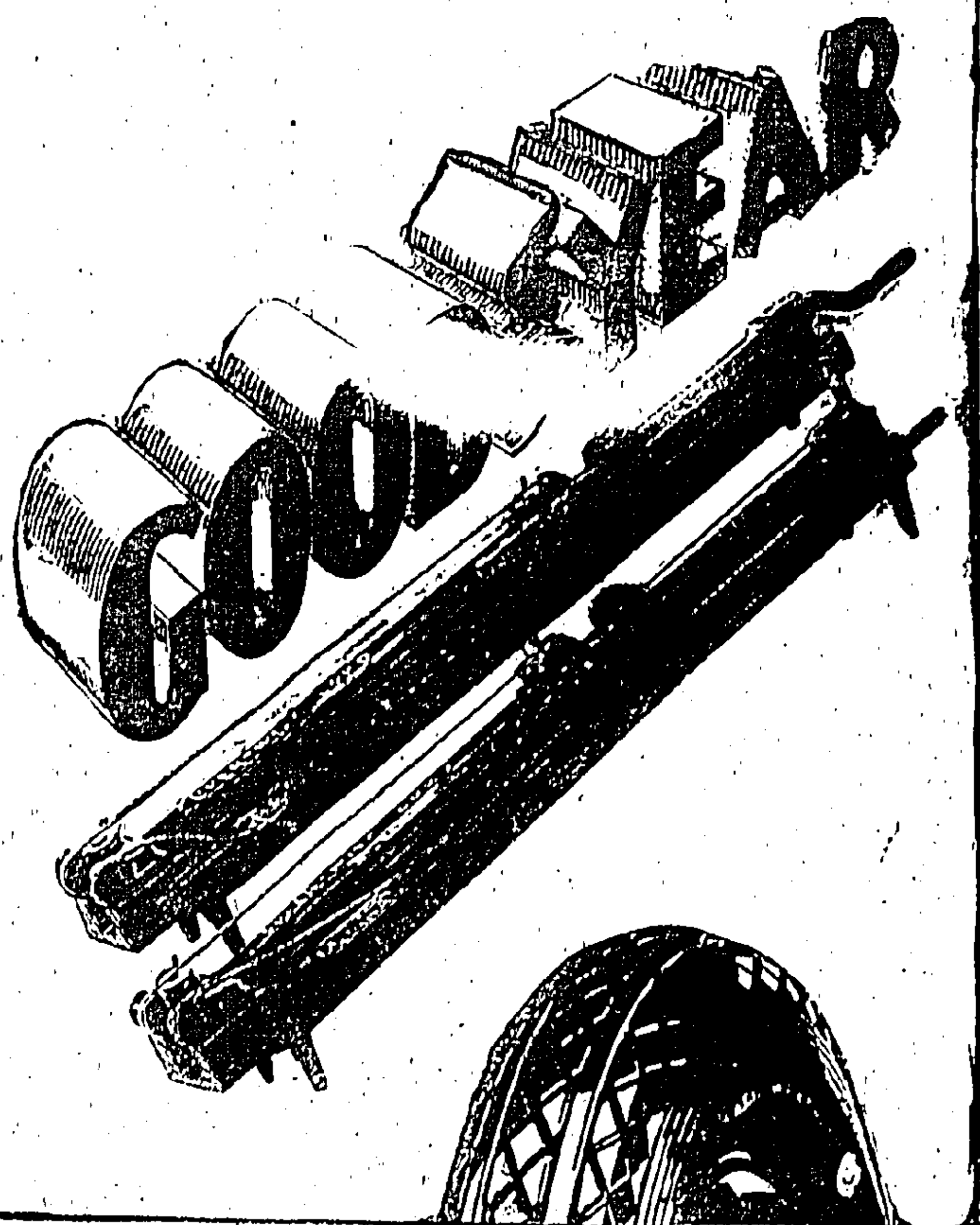
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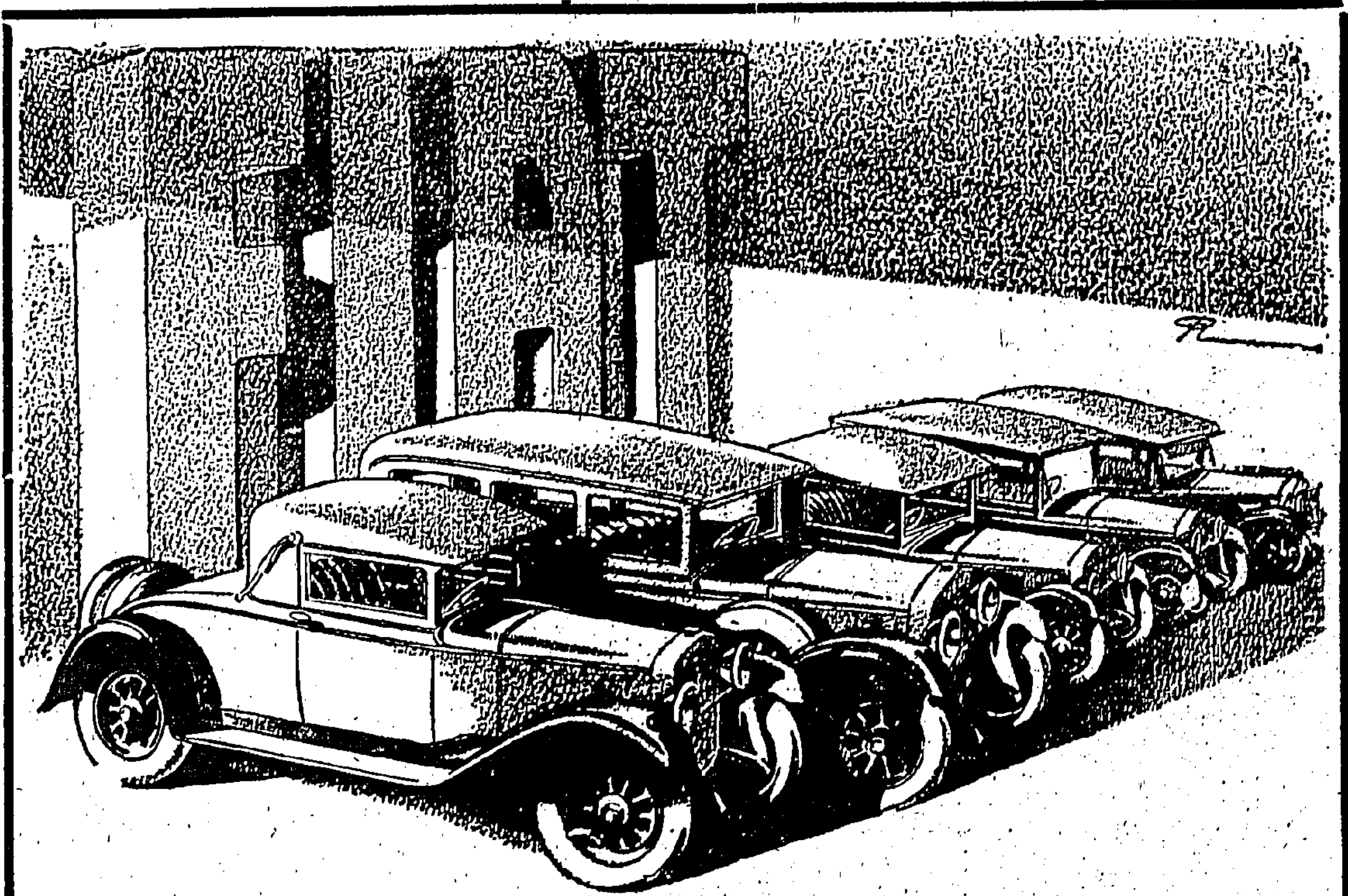
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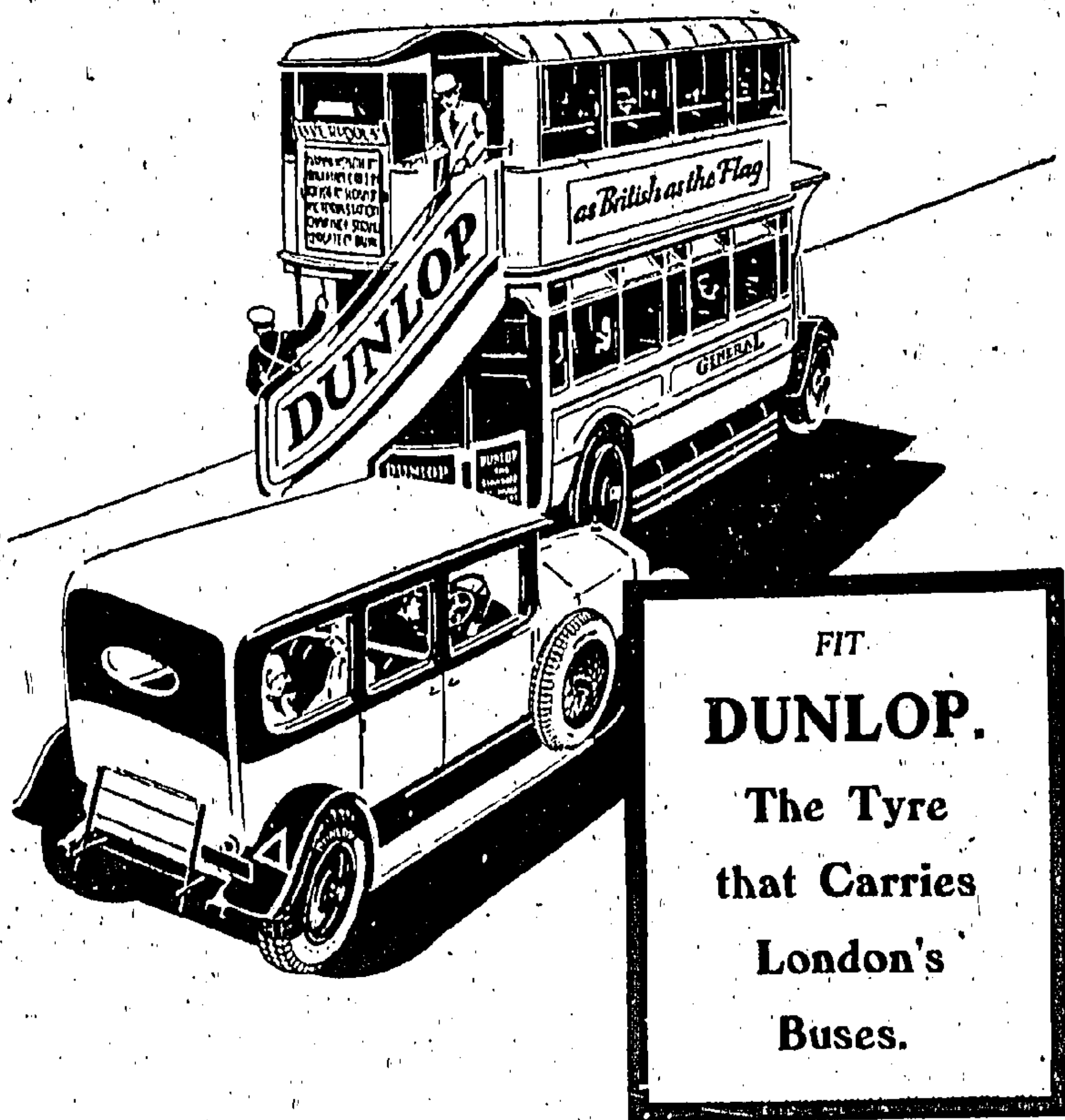
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Harmless.

INGENIOUS DEVICE.

Three developments of the petrol motor (pronounced by recognized authorities to be impossible of achievement) were announced recently at the Engineers' Club Philadelphia.

Details were given to an audience of technicians, by Mr. J. A. Queney, vice-president of the Mitten Management, the official title of the company which owns the local tram, bus, and taxicab services.

The developments are the results of over two years' experiments and research work in the company's workshops by its engineers, in collaboration with Mr. Ernest Godward, a New Zealand inventor, and Mr. John G. MacCormack, a New York engineer.

It is claimed that they permit the effective substitution of fuel-oil for petrol, with equal starting facility, the absolute elimination of carbon accumulation and—of immense importance to the general public—control of the deadly carbon-monoxide in the emanation from the exhaust pipe by the reduction to a negligible point.

More Power.

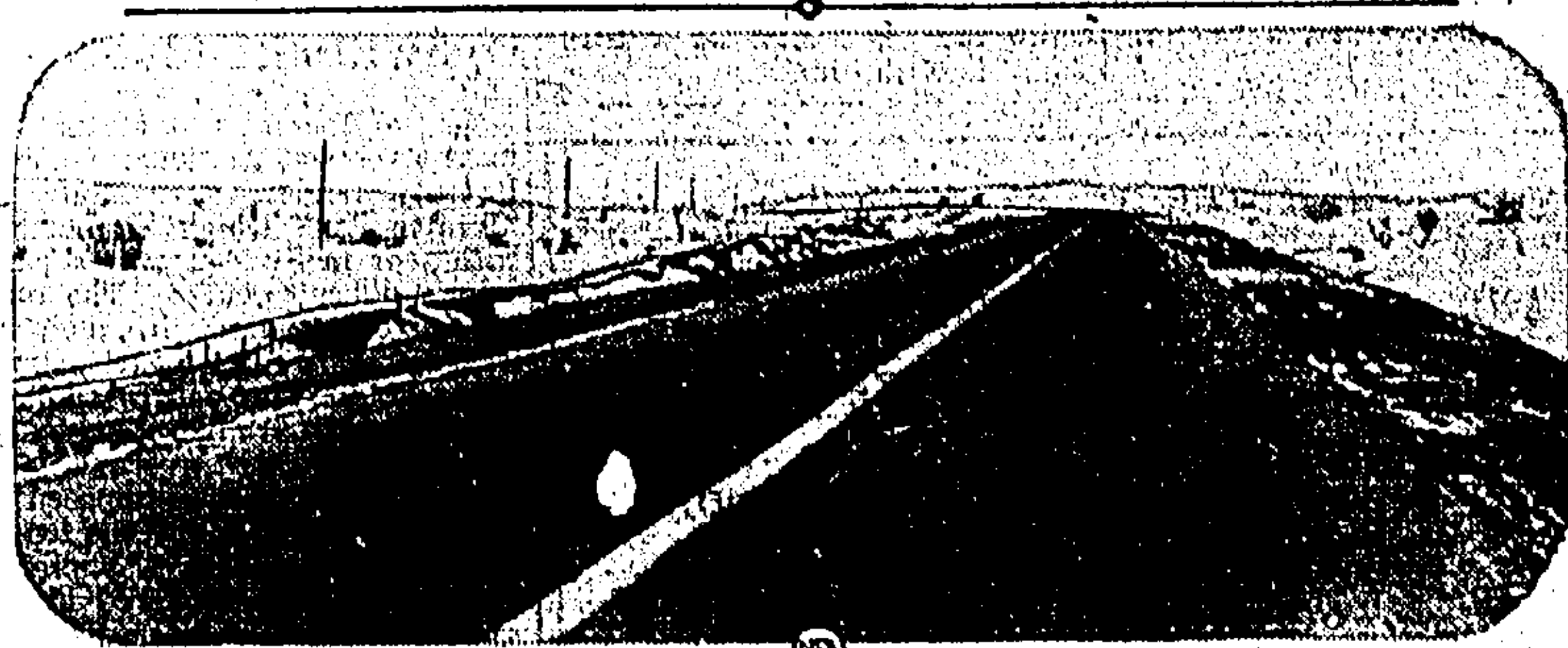
Incidentally, the horse-power is increased to 15 per cent. above the motor's original maximum.

Tests by the United States Bureau of Mines show that the percentage of carbon-monoxide emitted by the majority of cars when the motors are in good condition is between 5 and 9 per cent. Many machines give from 10 to 12 per cent.

Just what the Philadelphia achievement means may be judged by the fact that a number of owners and chauffeurs in the United States have died from asphyxiation through working in closed garages on cars with the motors running.

The motor-ventilated atmosphere which withers trees and causes such discomfort to the occupants of vehicles and pedestrians in crowded thorough-fares, especially when the traffic is at a standstill, is a nuisance which the authorities have been hitherto helpless to control.

PAVED ROAD CONQUERS DESERT.



This part of the modern road across the Arizona desert shows how engineers are making motor travel easy even in this part of the world. Note what the shifting sand has done to the old board road at left.

Paved highway across the treacherous, shifting sands around Yuma, Arizona, has ended one of the last hard battles of the automobilist—the safe traversing of desert wastes.

After two years of use, without trouble in maintenance and delay to traffic, the California State Highway Commission announces that this paved highway—once considered an impossibility—is a thorough success.

Great sand dunes, shifting in all directions at the whim of the winds, long have been a menace to wayfarers in the desert region. Spring and fall especially would see windstorms obliterate trails, maroon travellers and often cause death as well as suffering.

Early automobile parties met with tragic experiences in trying

to beat the desert's sand. Roadways would disappear to leave hapless autoists facing death from thirst or starvation.

A single-track plank road was built across the sand dune area over 12 years ago. This was an improvement, but after every storm forces of men had to be used to dig the plank out from under the sand and then string the plank across the new level caused by the newly formed dunes in their inexorable march at the bidding of the wind.

Plans for controlling the shifting of the sand dunes were considered, as were other projects for a more feasible desert thoroughfare. Study showed the fast-moving dunes were those under 50 feet high, with the 200-foot hills having an almost imperceptible

movement. Finally the idea chosen was the construction of a regular paved highway across the shifting sands—but, built up on sand fills to be as high as the 30-foot dunes.

Oil was used to bind and anchor the high sand fills for the new road. And the routing was made with an eye to avoiding the higher dunes with their slower but none-the-less certain movement.

After two years of operation under E. Q. Sullivan, the highway between San Diego and Yuma has proven the plan feasible. The smaller sand dunes, driven up to the highway by the wind, quickly whisk across the smooth pavement, leaving it open to traffic at all times.

Therefore, as Mr. Queney said, Philadelphia would be the first "ungassed" city in the world since motor vehicles came into general use, at least as far as its 600 in-urban buses and over 3,000 taxis are concerned.

Mr. Queney estimates the saving of fuel alone—if the device were adopted for the 85,000 motor-buses now operating in the United States—would be \$10,000,000 annually.

The Device.

Asked what the substitution had actually meant to his company, he admitted a maximum saving of \$10 per bus per month.

The device, as he explained it, consists of an aluminium cup in which is a nest of stationary plates

The cup is heated by the exhaust from the engine. Fuel is drawn from a standard carburettor through the inside of the cup and over the surface of the warm plates, which convert it into dry gas.

The apparatus, Mr. Queney said, could be used either for fuel oil or petrol or a combination of both without any adjustment.

Mr. Queney, in reply to another question, said he saw no reason why the invention should not be applied to boat and aircraft motors with equally valuable results.

I have personal knowledge that the officials of a certain wide-awake military establishment, having learned indirectly about the device, requested to be furnished with plans for its application to

OWN TRAFFIC POLICE.

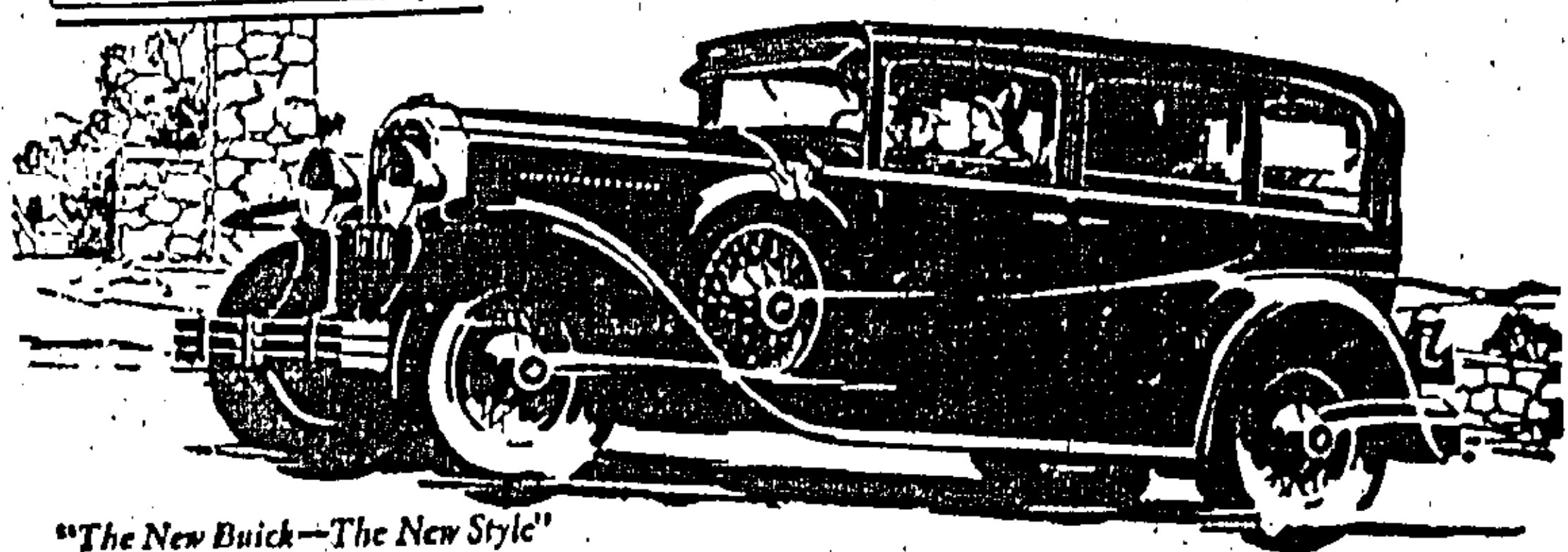
Using a machine designed in Los Angeles, pedestrians act as their own traffic police. On pushing a button, a light stops traffic for 15 seconds, after which it automatically reverses the traffic for 25 seconds.

BIG ROAD PLAN.

More than \$250,000,000 is the cost estimated for Argentina's contemplated road-building programme, according to the California State Automobile Association.

Army equipment, from field kitchens to tanks, and offered to pay all expenses.

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the wheel and
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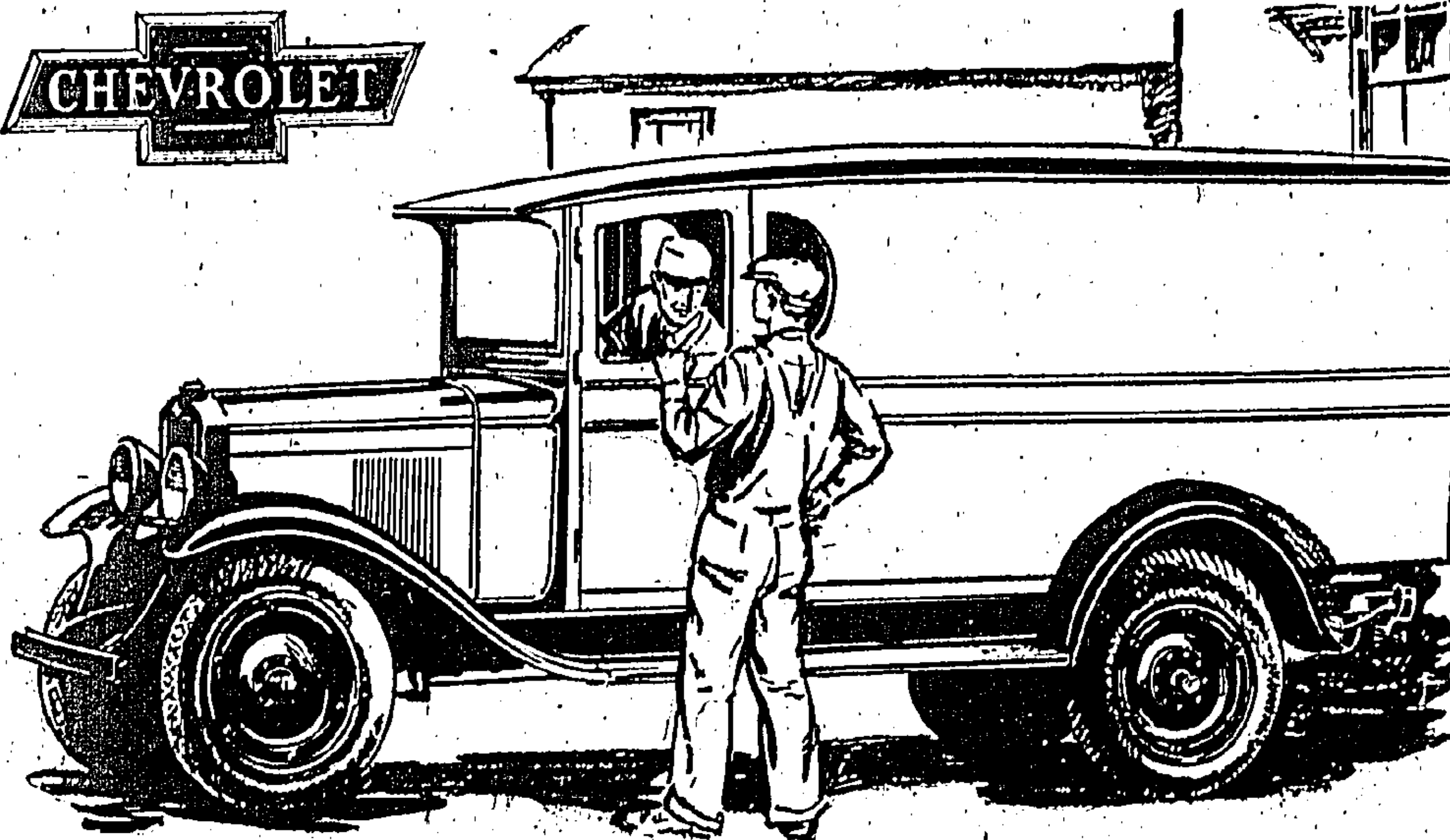
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Don't be afraid to load your new Chevrolet Truck to capacity when the route is over steep hills, up stiff grades, or through sandy, muddy, uneven trails.

The new Chevrolet engine has 32% greater power and 20% more speed. The new accelerator pump will release a reserve of surplus power the instant it is needed. The rugged rear axle has extra strength built into it. The massive frame is built to resist

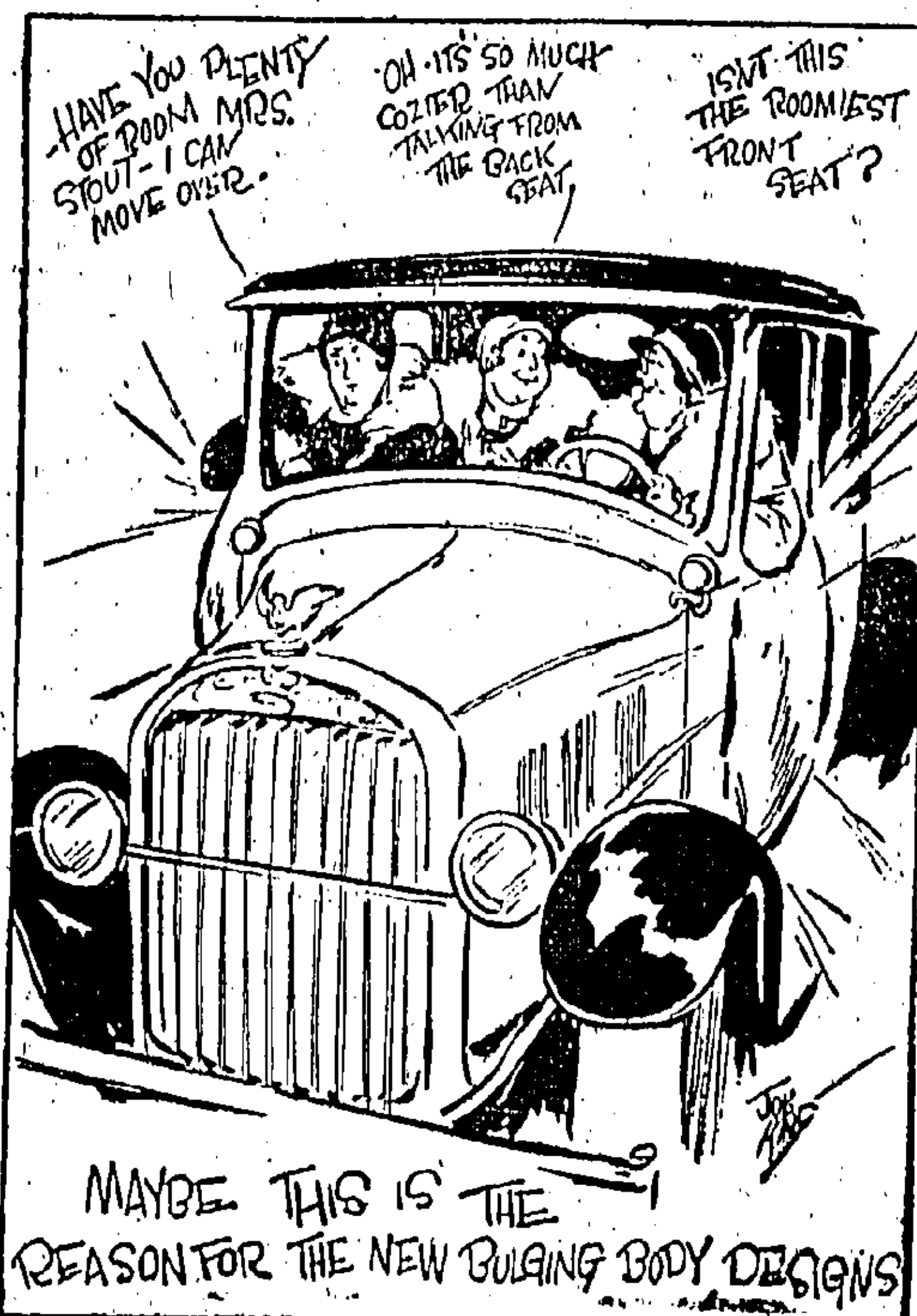
weaving and twisting. And there are many other outstanding features that assure dependability—long life—freedom from repairs—and a greater degree of that economy which has helped so materially to win world leadership for Chevrolet.

Let us show you how this new truck will reduce your hauling costs.

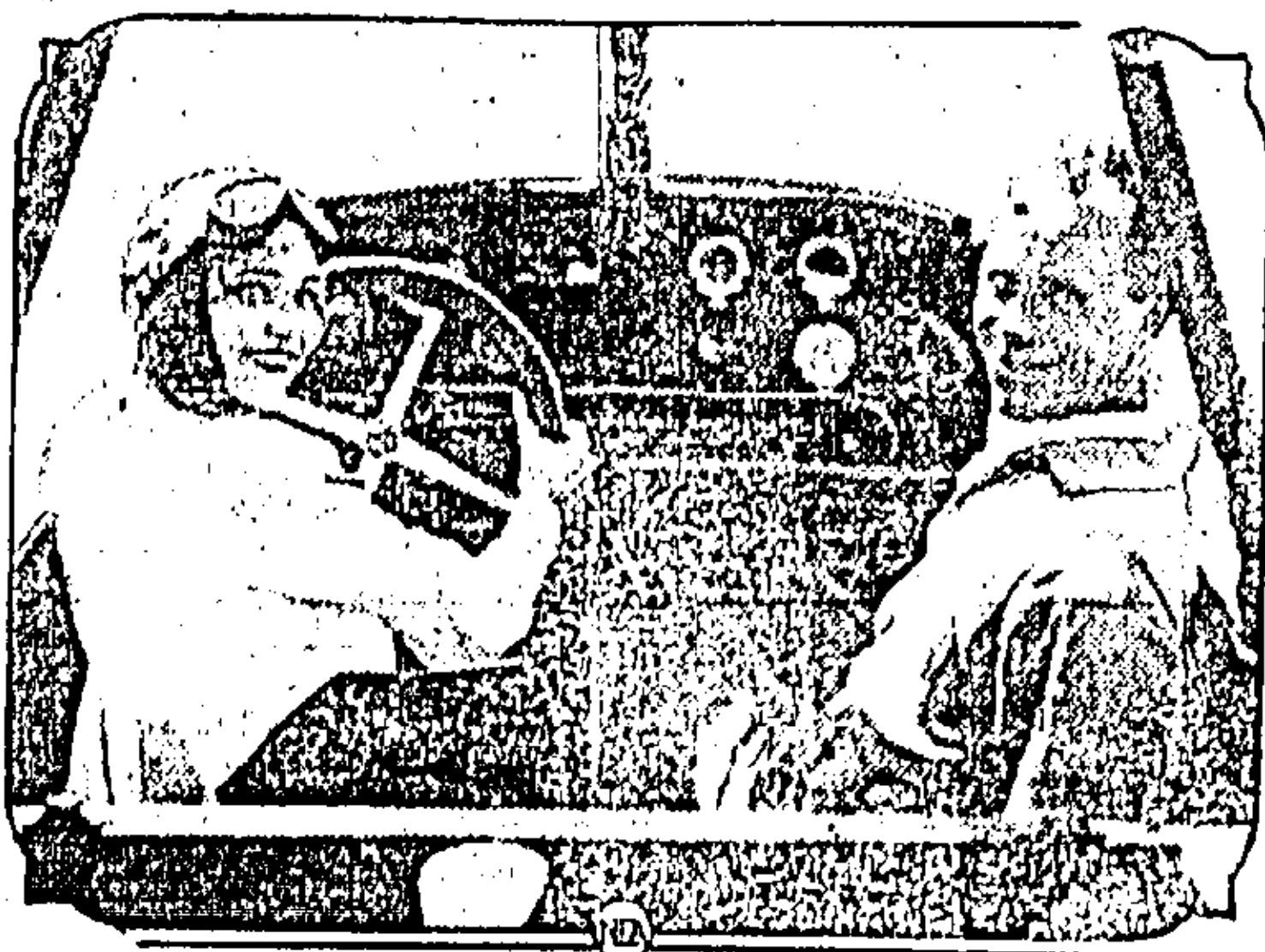
THE HONGKONG HOTEL GARAGE.



DON'T BLAME THE DESIGNER.



LIKE DRIVING A CAR.



There's as much, if not less, in piloting an airplane nowadays as to driving a motor car. Here, for example, is how the driver's compartment of a flying boat off the shores of Miami, Fla., looks. Miss Renee Bonnie, a student flyer, is sitting alongside her instructor while manipulating the hand controls by means of a conventional steering wheel.

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DEAL DIRECT.

OIL NOT NEEDED.

Metal Expert's Claim.

TOO GOOD TO BE TRUE.

Los Angeles, April 6th.—An engine that will run at high speed indefinitely, with little or no lubrication, is seen in the near future by Jean D'You, metal expert, who has been experimenting with aadium, a newly discovered sedimentary mineral thought to be 25,000,000 years old.

The properties of this metal, as found by D'You, are that it will hold lead in suspension in copper or cast iron; will change the structure of all metals; will fuse lead and copper with any metal; will increase the conductivity of copper, and act as a body lubricant to all metals fused with it.

Experiments show that engines having bearings made from 45 per cent. lead and 55 per cent. copper, fused with aadium, require no oil or lubrication to keep them from burning out.

D'You reports the following results of his experiments: "Aadium has a hydrocarbon base and radioactive elements. It gives to the lower melting metals the much-desired carbon body and allows the higher melting metals to absorb more of the carbon elements. "An automobile engine is possible today to perform with 10 per cent. of the ordinary lubrication, and the owner need not fear burning out of cylinders or bearings. A crank case could be broken and yet a thousand miles be made without oil and without damage."

300 M.P.H.

New Car Designed.

BRITISH FEAT.

An all-British motor car, guaranteed to travel at 300 miles an hour, and with a theoretical maximum speed of 400 m.p.h., has been designed by a 28-year-old engineer, Amhurst Villiers, and is being placed before financiers, with a view to attempting a record in 1931, says the *Daily News*.

It will weigh 4½ tons, and will have an engine of 3000 h.p. The steering gear will be unprecedentedly equipped with a wireless beam working a disc indicating by a compass needle the deviation from the straight course.

It is believed that the car will be able to reach a speed of 350 m.p.h. within two miles, giving it, if it attempts a record at Daytona, six miles in which to pull up, although the brakes will stop the car within three miles.

HINTS FOR THE MOTORIST
ALBERT L. CLOUGH

THE "JIGGLY" STEERING WHEEL.

After long service and especially, it seems, after "bucking" the ruts in icy roads, the steering post of a car usually begins to develop some up-and-down play, accompanied with rattling, which is noticeable when driving over rough spots. Frequently also, the steering wheel, which has heretofore shown no tendency to turn of itself, begins to do so, communicating considerable shock and turning effect to the driver's hands when irregular spots in the road are encountered. Both these defects are readily removable by adjustment. The up-and-down jiggle of the steering post and wheel is due to looseness of its thrust bearing, resulting from its wear. This bearing is usually in the top of the steering gear housing and play can be taken up by slightly turning down on the large ring-nut which encircles the top of the housing. There is generally a clamp or other fastening which must be loosened before this adjusting-nut can be turned and tightened after it has been reset. The tendency of the wheel to jerk around, independent of the operator, is often largely due to looseness at the ends of the so-called drag-link or steering connection-rod, which connects the pitman-arm and the steering knuckle arm, each of these connections is of ball-and-socket type, with a spring to hold the ball and socket in contact and to cushion shocks arising from the wheels. If these springs flatten out, break or become stuck up with dirt or caked grease, play develops at these connections and road shocks are transmitted to the operator. Cleaning up the springs, replacing them if broken or "set," lubricating the parts and readjusting to obviate lost motion is the remedy.

Snow Water for Battery.

Question:—Is clean melted snow all right to use in my battery? I am told that it is as good as distilled water and if this is true, I want to buy up a supply for next summer. Also, is there an apparatus on the market for preparing distilled water and, if so, where can it be obtained?

Answer:—Snow, collected, as it falls, in a non-metallic receptacle, such as a stoneware crock, is all right for battery water. The resulting water should be kept corked in glass or earthenware jugs. Still, for making distilled water are readily obtainable from

any of the concerns who deal in battery service station equipment. We believe that a government permit to operate them is required.

Raising the Compression.

Question:—Is it possible to step up the compression of an engine, when knockless fuel is used? If so, how is it done?

Answer:—When anti-knock gasoline is used, compression can be carried somewhat higher than with ordinary gasoline, but there is no easy way of increasing an engine's compression. However, it can be done by slightly planing or milling off the machined surface of the cylinder-head, so as to reduce the clearance spaces over the pistons; by obtaining from the manufacturer a "high compression head," already cut down to give reduced clearance or with some engines, by securing from the manufacturer special pistons or connecting rods, which bring the top centre position of the pistons somewhat higher than normal. If you are seriously interested in having your engine built over for higher compression, you better correspond with its manufacturer and obtain his recommendations for so doing.

Unequalized Electrolyte.

Question:—The cells of my battery do not charge evenly, one cell only charging "full." How can they be balanced?

Answer:—We assume that the gravity of the electrolyte in some of the cells fails to reach 1200-1300, no matter how long a charge is given, and we also assume that your battery is in good condition, that is, free from internal short-circuits, leaks, etc. This being the case, we should advise you to give the battery an overcharge, obtain a supply of electrolyte testing 1300 from a reliable battery service station, empty out all the liquid at present in the cells and replace it with this. Before doing this, however, you can equalize the existing electrolyte in the cells by taking a syringe full from each cell and dividing it between the other cells. By repeating this process several times, you will find that the cells test more nearly alike and if they finally test around 1275 to 1300 it will not be necessary to empty them and refill as above explained. Use nothing but fully mixed electrolyte, made from chemically pure sulphuric acid and distilled water. Never add straight sulphuric acid.

ACCIDENTS GROW.

Britain's Death Roll.

The Home Office return of street accidents for 1928 in England and Wales shows that 5,489 persons were killed, and 150,636 injured. Scotland's figures are 640 and 14,303. All these show an increase over the 1927 casualties. The figures exclude accidents by rail, river and air. Deaths increased by more than two daily, and injuries by 44 daily.

Private cars and taxi-cabs caused 1864 deaths and 49,208 accidents, and motor cycles 1693 deaths.

NEED SIGN PERMIT.

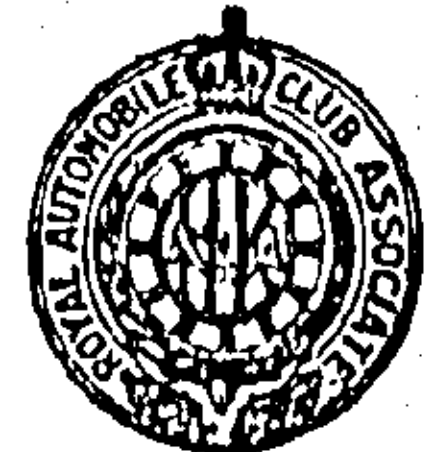
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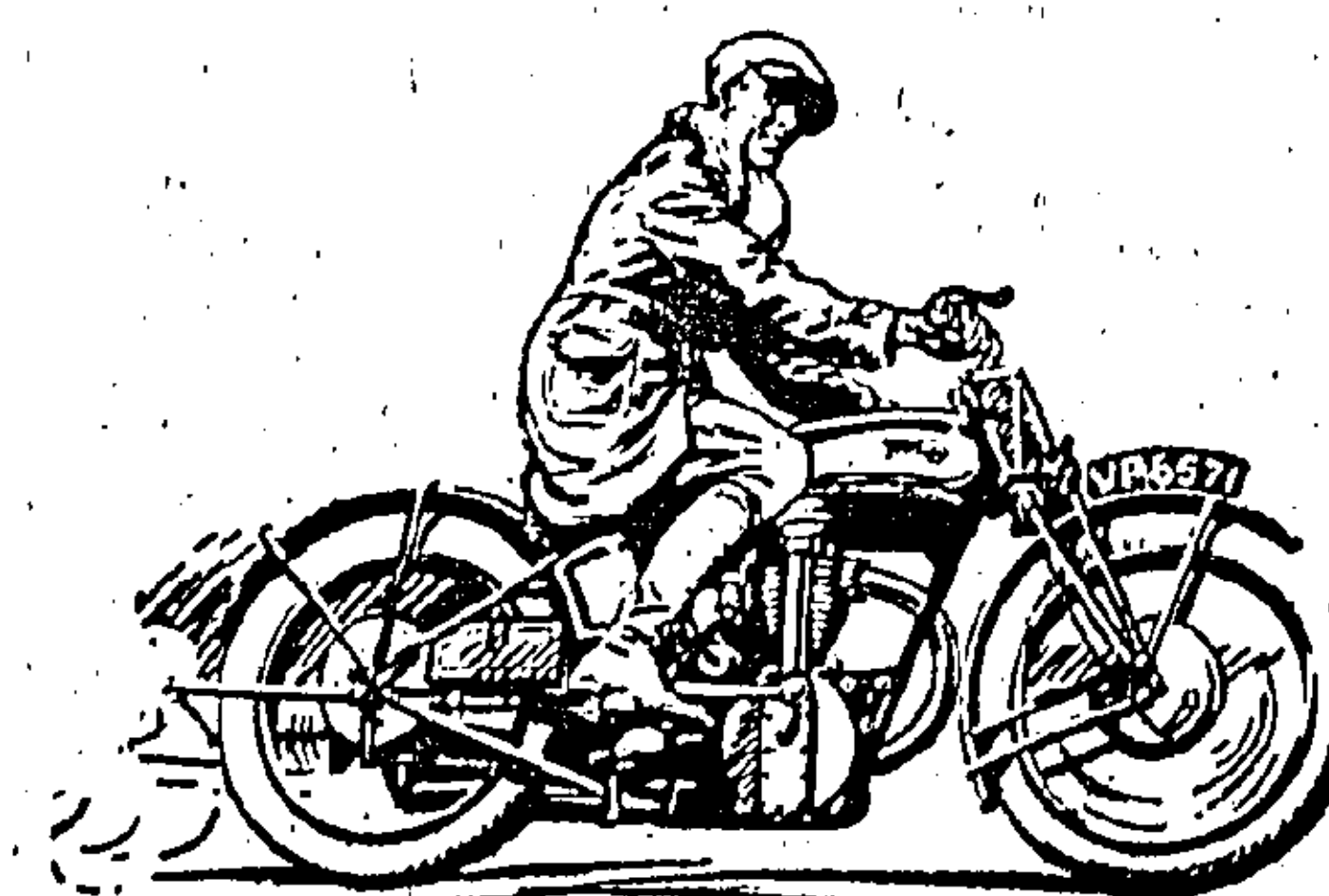
ROBOT TRAFFIC COP.

An invention perfected in Hartford, Conn., is a mechanical man equipped with a whistle, beckoning arm and an electric light signal. The robot turns, whistles and directs traffic almost like an ordinary traffic cop.

LAWS MAY BE ALIKE.

The Pan-American Congress of Highways, meeting at Rio de Janeiro in August, will discuss the feasibility of adopting a uniform traffic code for the purpose of making all traffic laws in the western hemisphere alike.

AT THE AUTO SHOW.



Norton

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"I predict that "Seahorses" will
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K45 Seahorse 10.	HK\$370.00
P45 Seahorse 14.	HK\$460.00

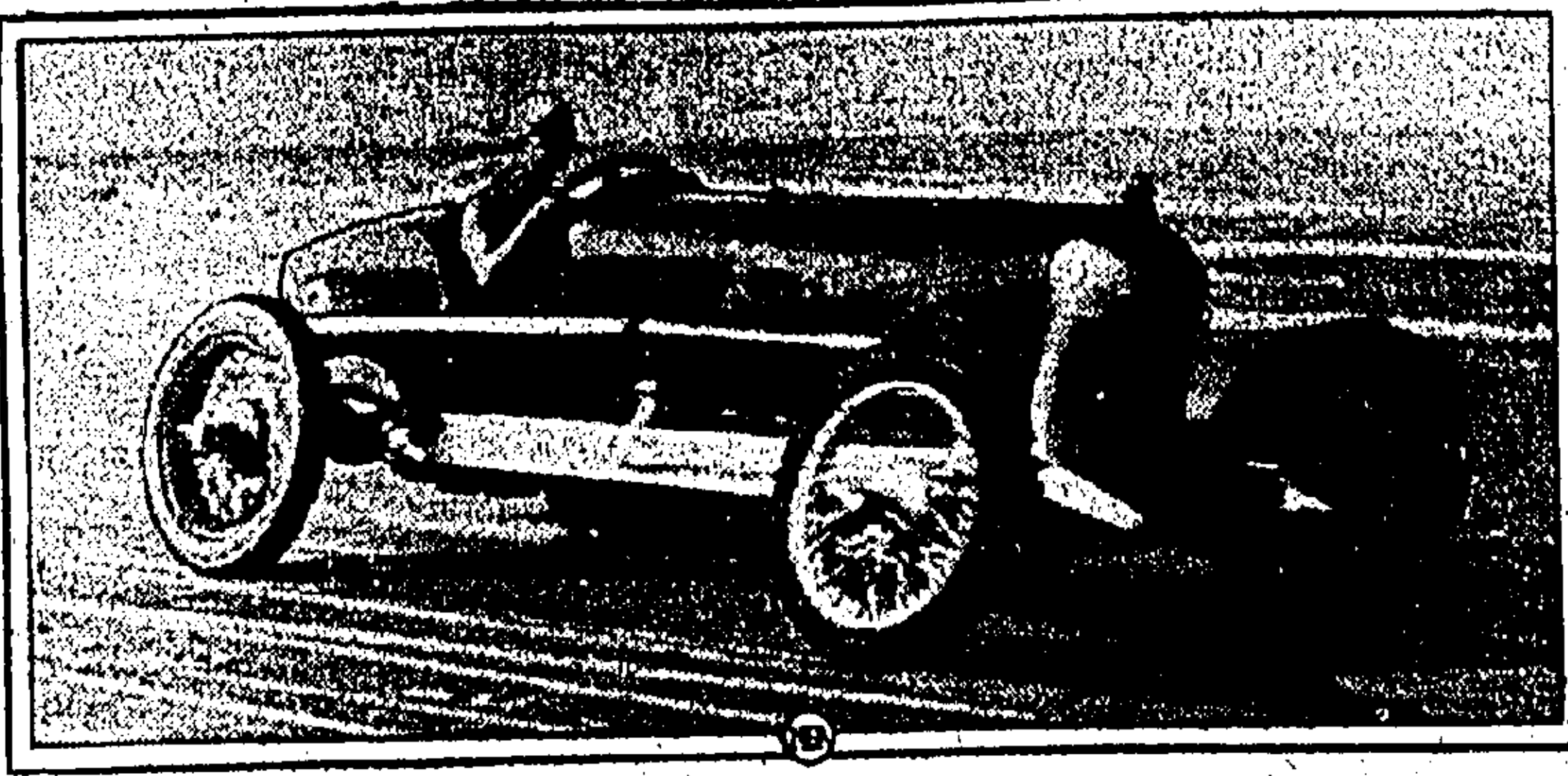
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Kowloon Garage, (K. 1489).

FAST WOMEN RIDERS AT DAYTONA BEACH.



Mlle. Joan Lacoste is the feminine speed champion of the world. This photo of her at the wheel was taken in 1928 when she set the record of 140.65 miles an hour on the Ormond-Daytona Beach Speedway, the highest ever attained by woman.

Having made the Ormond-Daytona Beach Ocean Speedway the mecca of masculine speed demons of the United States and Europe, "Senator" W. J. Morgan of Newark, N.J., now hopes to make the record-establishing stretch of sand equally popular with women.

Although in his seventy-fifth year, the pioneer sports promoter is assisting Mayor E. H. Armstrong and other Daytona Beach officials in promoting the initial meet for women with the expectation that it will follow the international speed trials of 1929.

Motor racing on the beach was popularized for amateurs from 1903 to 1909 by the donation of cups by William K. Vanderbilt, Sir Thomas Dewar, the Scotch brewer, and other international notables. Since that period, in which as many as 80 noted Americans and Europeans entered cars, the beach has been used chiefly not for competitive racing but for the establishment of individual speed records.

Get Scientific Recorder.

With a view to restoring its popularity with amateurs, including both men and women, the municipal authorities have bought from the United States Bureau of Standards, at a cost of \$10,000, an electric device that will "clock" an automobile or speedboat to within a thousandth of a second. They are organizing a sports-scientific club for promotion of such events during both winter and summer seasons.

Having offered cups for the initial meet, the municipal authorities hope to induce racing notables of the past and automobile manufacturers to award additional trophies for strictly amateur events for members of both sexes.

The present straightaway record for feminine drivers, 140.65 miles an hour, was made on the beach by Mlle. Joan Lacoste, a French professional, during the winter of 1926. Such speed, however, is not anticipated by women driving in individual or competitive events. In view of the fact that the first straightaway record of a mile in 52½ seconds, made by Alexander Winton driving a "Bullet" in 1903, was reduced last April by Ray Ketch, driving White's "Triplex," to a mile in 18 seconds, it is impossible to estimate what feminine drivers will do in the present age of speed.

Beach Wide and Safe.

"As women are now displaying prowess and skill in outdoor sports of all kinds, including aviation,

yacht and speed boat racing, golf and tennis," says Mayor Armstrong, "we see no reason why they should not manifest an equal amount of interest in automobile racing. When one considers that our wave-hardened beach has a racing length of 23 miles and a low tide width of 500 feet, its safety for feminine drivers is assured—that is, if proper attention is paid to tyres.

"With feminine interest in sports and the safety of the beach for inspiration, we hope to make racing meets for women popular with nationally and internationally known society and sportswomen."

"In the early days," says "Senator" Morgan, "the beach attracted such notables as William K. Vanderbilt, Henry Ford, R. E. Olds, Howard Gould and the late John Jacob Astor, representing the United States; A. C. McDonald and Clifford Earpe, representing England; Victor Hemery and Victor Demoguet, representing

USEFUL HINTS.

Spring Cleaning the Car.

IMPORTANT POINTS.

By Israel Klein.

Spring cleaning the automobile means not only preparing it for summer driving but actually cleaning out the dirt and grime that has collected over the motor, the chassis and body. A thorough cleaning not only improves the appearance of the car but goes a long way toward assuring comfortable and enjoyable motoring.

The engine should be cleaned as well as the body and chassis. This can easily be done with the use of kerosene, for that is the only way grease can be cleaned off. Kerosene may also be needed for various parts of the chassis, spring shackles, steering knuckles and so on.

After the thorough cleaning, however, a thorough greasing must follow. When "fresh grease" is forced through the spring shackles, for instance, it should force out all sides, this is a sign that the bolt may be "frozen." The bolt may be pried loose with a heavy iron bar, or by swinging the car up and down.

At any rate the spring won't be well greased and easy to ride on unless the lubricant comes through at the other end. Freezing of the bolts causes not only hard riding but squeaks and likelihood of broken springs.

Greasing should be extended to the front wheels, the hub caps of which should be filled with fresh lubricant. The wheels should be

France; Cedrino and Lancia, representing Italy, and Schmidt, representing Germany. "Why shouldn't it attract women of the same type to-day?"

checked for proper alignment and wobble.

Spring auto cleaning means also cleaning of the spark plugs, the breaker points in the distributor, the battery terminals and all lines and connections in the ignition system.

The spark plugs should be removed, cleaned of all carbon deposit and reset. If the points are badly worn or the plugs are badly sooted, it would be advisable to install a new set of plugs. Cleaning plugs will help the motor considerably, but installation of new plugs will pop it up even more.

The spark plug terminals should be cleaned and scraped, and the wires leading to them should also be cleaned. The breaker points of the distributor may need cleaning and setting to their proper opening.

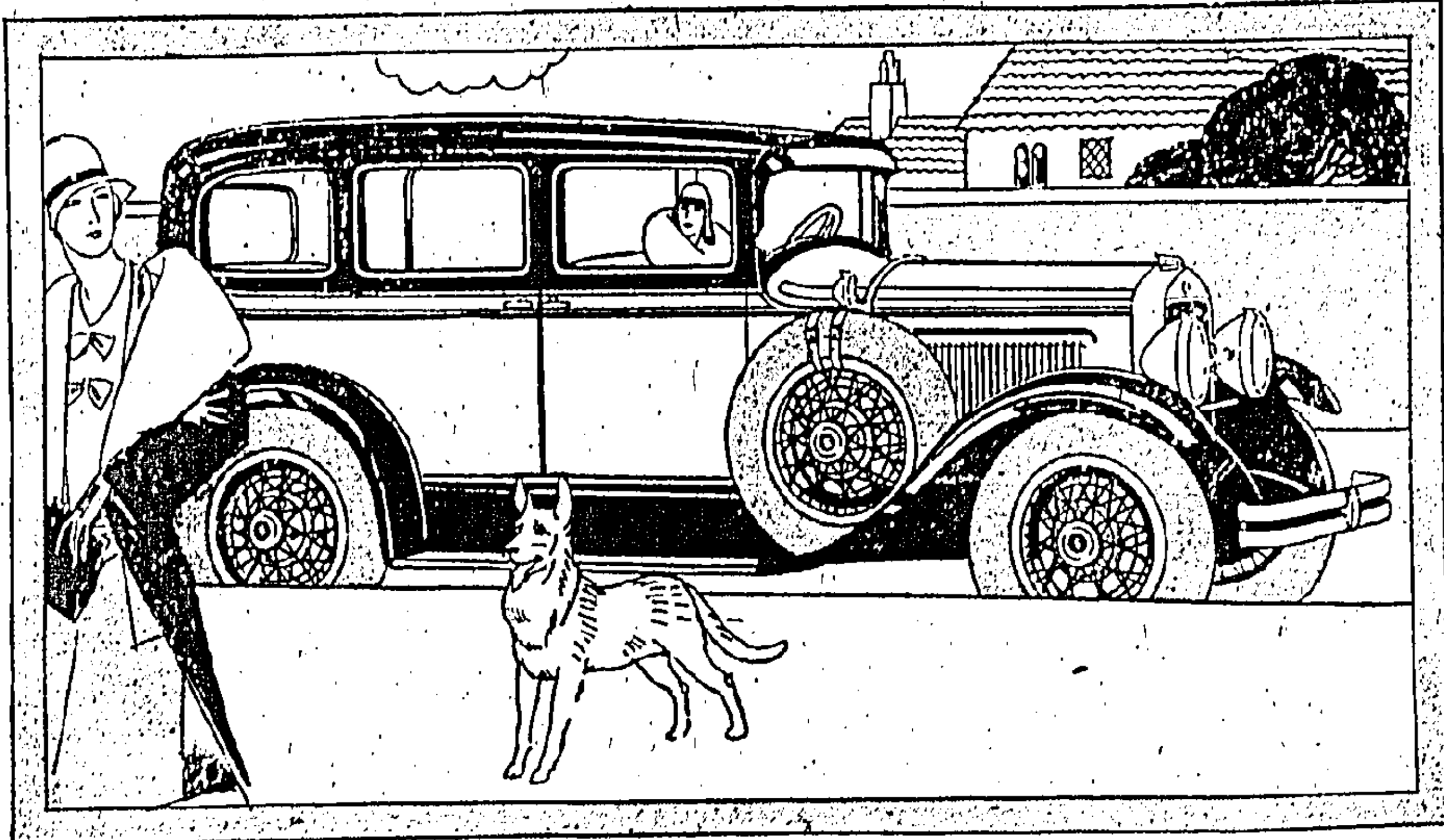
An important part in the cleaning process is that of the battery terminals. These may be corroded so as to endanger the connections. The corrosive matter may be cleaned off with a solution of baking soda, about a heaping teaspoonful to a glass of water. After the cleaning, the top of the battery should be wiped dry and the terminals covered with grease or vasoline to avoid further corrosion.

In the same process, the battery cells might be filled with distilled water.

If the motor has to be cleaned internally—carbon scraped and valves ground—this operation should be left to a competent mechanic. Carbon should never be burned out, for the intense heat of the oxy-acetylene torch will cause warping of the valves and produce more damage than good. Scrapping of carbon and grinding of valves mean removal of the cylinder head, and that means replacement of the basket with a brand new one, or a leak might result both in power and water.

In cleaning the body care should be taken not to scrape any mud or dust over the paint. The best method of cleaning is to soak the body first in a shower of lukewarm water, until the accumulated dirt flows off in the rush of water. Then the body can be cleaned with a soft rag.

Champion Performance proved far beyond requirements



STUDEBAKER'S NEW DIRECTOR ROYAL SEDAN FOR FIVE—Six wire wheels and luggage grid, hydraulic shock absorbers and ball bearing shackles, standard equipment.

YOU may never require your Studebaker Director to duplicate its official record of 5000 miles in 4751 minutes. But this official proof of champion speed and endurance assures you dependable service each day, each year.

Like jewels in a watch, Studebaker's new ball bearing shackles support each spring end friction-free. Within each shackle is sealed lubricant to last at least 20,000 miles. Now,

new hydraulic shock absorbers aid further in cushioning each jar and jolt.

To champion performance, to costly-car riding ease, Studebaker adds new beauty and luxury. Fresh new style in colours and fabrics, ever-bright chromium plating, two extra wire wheels mounted in front mudguards and a folding luggage grid in rear. Another attractive feature of this new Royal Sedan is its low price.

Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (40,000 miles in 26,316 minutes); The Commander Eight; The Director (5000 miles in 4751 minutes); The Ensign (1000 miles in 994 minutes). Each is backed by Studebaker's 32-month guarantee.

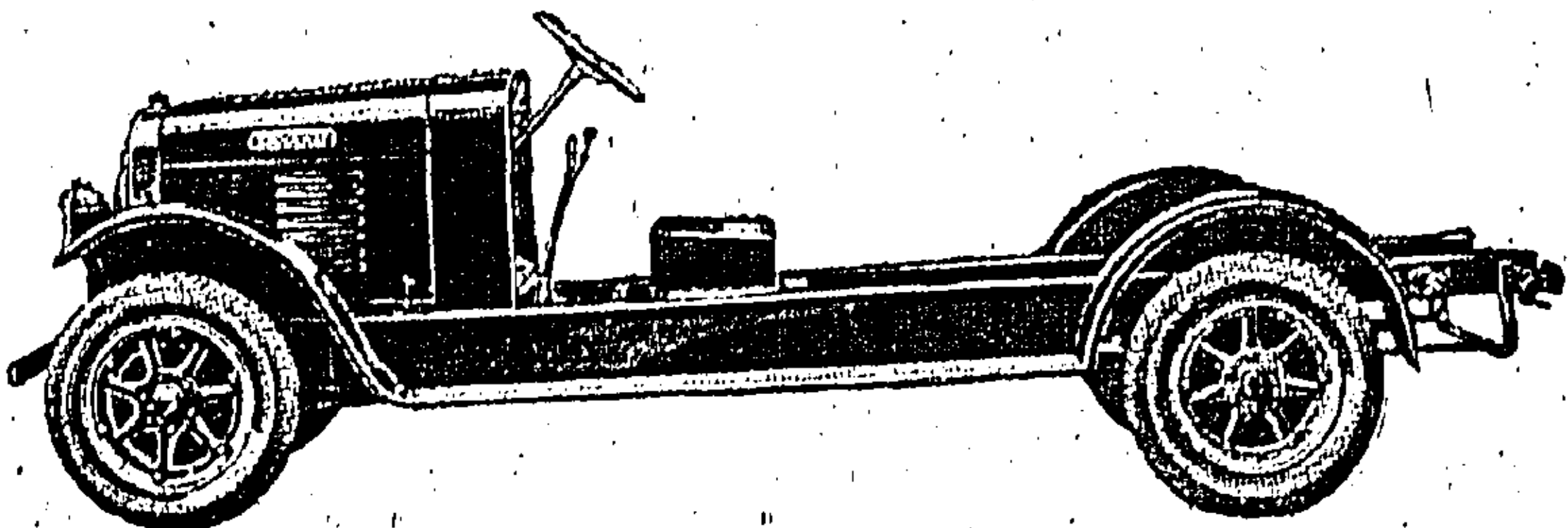
Prices range from H. K. \$2,329 to H. K. \$6,140

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We shall be pleased to convince you
of the excellence of these vehicles.

THE ASIATIC AMERICAN CO.

SHOWROOM 11, Queen's Road. Tel. C. 575.
OFFICE 48, Stanley Street. Tel. C. 244.

VOLUNTEER CORPS
PROMOTIONS.LATEST NOTIFICATIONS IN
THE "GAZETTE."

ADVISORY MEMBERS.

The Government Gazette notifies that His Excellency the Governor has made the following promotions in the Hongkong Volunteer Defence Corps:

Lieutenant Alistair Mackenzie to be Captain, to date from 26th April, 1929.

Second Lieutenant Henry Russell Forsyth to be Lieutenant, to date from 20th April, 1929.

Second Lieutenant Robert Keith Valentine to be Lieutenant, to date from 21st April, 1929.

Second Lieutenant Maurice Alfred Johnson, M.M., to be Lieutenant, to date from 22nd April, 1929.

His Excellency has accepted the resignation by Captain Sir Eric Stuart Taylor, O.B.E., M.D., of his Commission in the Corps.

His Excellency has appointed the following gentlemen to serve on the Advisory Committee of the Corps:—The Hon. Mr. Jose Pedro Braga and Mr. J. C. F. Bellamy; whilst Mr. M. T. Johnson, Mr. L. N. Murphy and Mr. J. P. Warren have been appointed to be members of the Committee, during the absence of the Hon. Mr. C. G. S. Mackie, V. M. Grayburn and Mr. T. G. Weall respectively.

CIGARETTE STALL
THEFTS.BOY DISCHARGED OWING TO
WITNESS' ABSENCE.

A gang of mischievous boys yesterday swooped down upon a cigarette-stall kept by an old woman at West Point and carried away a dozen packets of cigarettes, in spite of the owner's protests.

A girl, who was left in temporary charge of the stall, was an important witness whom the police were endeavouring to locate when one of the alleged culprits was arrested, but in spite of diligent efforts on the part of Sergeant Clemo, the girl was not found.

Inspector Bloom reported to the Magistrate (Mr. E. W. Hamilton) this morning, that the girl had been missing since the affair. He suggested that the father of the girl had taken her away, a possible motive for this being in the fact that the boy lived on the same premises as the family.

In the absence of sufficient evidence, his Worship said he had no choice but to discharge the boy, who was, however, cautioned before being allowed to leave.

"NO OTHER WOMAN."

DRAMATIC FILM COMEDY
TO QUEEN'S.

Don Alvarado, the handsome young juvenile, who appears opposite Dolores Del Rio in Fox Film's version of "No Other Woman," Lou Tellen's first production, which comes to the Queen's Theatre on Tuesday, has a number of dramatic scenes which create much sympathy for the character portrayed.

In the role of a young Frenchman who fears to tell his love to the girl he adores on account of her enormous wealth, and is undermined in her affection by his supposed best friend, it is said Don Alvarado gives a wonderful performance.

Ben Bard, famous star of the vaudeville and music box revue stages, is the villainous friend of Alvarado in the photodrama which is a thrilling story of primitive passions among ultra-modern society folk sojourning at Biarritz, France.

EXCHANGE RATES.

London, May 10.	
Paris	124.20
New York	24.40
Brussels	34.95
Geneva	25.10
Amsterdam	12.06
Milan	92.65
Berlin	20.46
Stockholm	18.16
Copenhagen	18.20
Oslo	18.19
Vienna	34.53
Prague	163.7
Helsingfors	193
Madrid	34.05
Lisbon	108
Athens	375
Bucharest	818.7
Buenos Aires	47.7
Bombay	1/5.29/32
Shanghai	2/6 1/2
Hongkong	1/11 1/2
Yokohama	1/10.3/16
Silver (spot and forward)	25 1/2

—British Wireless.

U.S. COASTGUARDS
NEW EXPLOIT.MIAMI HOUSES HIT BY
GUNFIRE.

New York, Apr. 15. What residents of the fashionable winter colony at Miami, Florida, call another instance of the careless use of firearms by American Coastguards is being investigated by officials of that service.

More than two hundred shots from a machine-gun, many of them with tracer bullets, were fired during the pursuit of a fleeing rum runner in the Miami River. Two structures ashore were hit, and Mrs. Robert V. Latham, who, with her husband, occupies a houseboat on the river, only escaped a bullet by inches.

The bullet pierced the cabin wall, ricocheted from a metal travelling case, and passed within six inches of her head, embedding itself in another wall.

Coastguard headquarters at first denied that one of their craft fired the shots, but later admitted they "had done some shooting," and have promised investigation.

FINE CAMBRIDGE
BATTING.

(Continued from Page 1.)

ing successful at the Oval by 125 runs.

The scores were:
Surrey: 229 and 292 for 9 wickets (decl.).
S. Africa: 111 and 285.

Vincent took 6 Surrey wickets for 62 runs in their first innings, but in the second, innings, F. G. H. Fender scored 98 runs, missing his century by the worst of luck.

SEVEN WICKETS WIN.

Derbyshire Put up a Good Fight.

At one stage in the match between Lancashire and Derby at Derby, it seemed that a tight finish with Derby on top would result, but Lancashire won in the end with seven wickets to spare. Derby led by nearly a 100 runs on the first innings, but collapsed in their second, the scores being:

Derby: 181 and 78.
Lancashire: 85 and 175 for 3 wickets.

Richard Tyldesley took 6 wickets for 48 runs in Derby's first innings, and 6 for 33 in their second.

Mitchell was responsible for Lancashire's collapse in their first innings, the Derby bowler taking 5 wickets for 34 runs.

TATE AND WENSLEY.

Worcester Outplayed in Second Innings.

Worcester gained a first innings lead against Sussex at Worcester, but they failed to hold on to their advantage, thanks to fine bowling by Wensley and Tate, and the southerners finally won with seven wickets to spare.

The scores were:

Worcester: 176 and 102.
Sussex: 148 and 133 for 3 wickets.

In Worcester's second innings, Wensley and Tate bowling practically unchanged made short work of the home county. Wensley took 7 wickets for 34 runs, and Tate claimed the other 3 wickets at a cost of 36 runs.

Gloucester's Victory.

Gloucester defeated Essex by 112 runs at Leyton, where Hammond accomplished his second century in successive games. He contributed no fewer than 127 of Gloucester's first innings total of 201. Essex were dismissed for 144, Parker taking 5 wickets for 55 runs.

Gloucester made 189 (B. H. Lyon, 87, Smith 53) in their second innings, leaving Essex to get 247 runs to win. Essex were dismissed for 134, Parker taking 4 wickets for 65 runs.—*Reuter*.

WARSHIPS IN PORT.

The following is the disposition of warships in port to-day:—
Basin.—H.M.S. Tamar, H.M.S. Seawolf, H.M.S. Bruce and H.M.S. Sterling.

North Arm.—H.M.S. Sirdar and H.M.S. Somme.

West Wall Dock.—H.M.S. Cornwall.

In Dock.—H.M.S. Marazion and submarines L15 and L20.

No. 1 Buoy.—H.M.S. Hermes.
No. 6 Buoy.—H.M.S. Berwick.
No. 7 Buoy.—H.M.S. Scaph.
H.M.S. Thracian.
No. 10 Buoy.—H.M.S. Scaph.
No. 13 Buoy.—H.M.S. Stormcloud.

FRANCE'S "BLACK"
COUNTRY.FAMOUS AUTHOR'S KEEN
INDICTMENT.

WHOLESALE FLIGHTS.

Paris, Apr. 15. A sensational story of French colonial maladministration is contained in M. Londres' book, "Terre d'Ebene" (Ebony Lands), just published here, in which he tells the grim story of his travels in the black Africa of France.

The most striking part of his indictment is that in which he reveals the wholesale flight of natives from French Occidental Africa, and French Equatorial Africa, two vast colonies containing 20,000,000 negro inhabitants.

During the past three years, he states:—
600,000 natives have gone to the Gold Coast, a British Colony;
2,000,000 natives have gone to Nigeria, a British Colony;
10,000 natives have left their villages to live in most savage conditions in the forests of the Ivory Coast.

They have fled, he says, from recruitment for the army and from forced labour on the roads and railways and as wood-cutters in the forests.

Endless Trek.

No fewer than 2,600,000 natives, therefore, have gone from under the French flag in three years. That is just 13 per cent. of the entire population of the two colonies.

It means between 16,000 and 17,000 every week, or about 2,400 a day.

Such an exodus must be one of the most remarkable in history. "We no longer count the deserted villages," comments M. Londres.

At Mopti, on the way to Timbuctoo, he admires the excellent road.

"Ah, what beautiful routes," he exclaims. "The roads are magnificent. They are all the more remarkable because they did not cost us a penny. We only spent negroes."

Reserve Fund of Millions.

"Are we, then, so poor in Africa? Oh, no! The Governor-General has a reserve fund—part of the local taxation—of 1 don't know how many millions.

"Reserve fund! What a scandalous expression in a new country! These hundreds of millions should be used to develop the country and not put away in our old national stocking."

"A big reserve fund, but—no motor-lorries, not a single steam-roller for the roads. Nothing but negroes and negroes carrying each a stone on their heads."

"In our Sudan, the Haute Volta and the Ivory Coast there are 30,000 miles of roads. All the material to make them was carried on the heads of natives."

"There go 1,000 negroes, marching in Indian file," he says. "They are going to work on the railway at Tafore, in the Ivory Coast region. That is about 470 miles away. Food? Please God, that will be found on route. The caravan will take a month to reach its destination."

"Surely these labourers could be taken there on motor-lorries. That would save 20 days and certainly 20 lives. But buy lorries? Wear out tyres? Use petrol? Then the reserve fund would de-

FRENCH ADMIRAL IN
FAR EAST.NEW COMMANDER LEAVES
FOR COLOMBO.

Paris, May 10. The French warship "Waldeck Rousseau" left Toulon this evening with Admiral Mouget, the new commander of the French naval forces in the Far East.

Admiral Mouget will meet Admiral Stoltz at Colombo, where the change of flag will take place.—*Havas*.

crease. The negro is still sufficiently fat."

Describing the journey up country from Dakar, "the port of our Black Empire," M. Londres speaks of the railway.

"There are 800 miles of it," he says.

"This is the biggest work we have accomplished in Black Africa. If we are not ungrateful we should do more than merely salute this accomplishment."

"We should bring flowers and strew them on the way. Thus we would, at every sleeper, honour the memory of a negro fallen in the cause of civilisation."

He mentioned one route where the distance between the quarries and the road in making was one-third of a mile, so that "every stone meant that a negro had to walk two-thirds of a mile."

Slavery? he asks. Oh, yes, it has been abolished by ministerial declarations in Europe. Officially, it exists no longer; in fact it still remains. Slaves go under other names, but they are still the property of their masters, like cows and other animals, they have remained just where they were—that is to say, with their owners."

Africa Still Captive.

"Black Africa," says M. Londres, "is still captive. For every free man there are 30 slaves."

"From them the black army is recruited; and, during the war, it was, as often as not, the owners who took the pay."

"These slaves are labouring, too; they dig canals; they build railways and roads; they pay they should receive goes to their chiefs, who house them, feed them and give them a wife or two."

"And after the old men and the children, the old, worn-out women are sent to work. Everything is used in Africa."

One of the most amazing parts of M. Londres' book is that, in which he describes the life of the wood-cutters in the vast forests.

"The forest! The terrible kingdom of the cutters of wood! To be sent there is to be condemned to death. It is the work of convicts," he says, and he goes on to describe what he saw of pay-day.

Roll-call of Dead.

"Zie has earned 77 francs in a month. His taxes amount to 88 francs—10 francs head-tax and 48 for relief from forced labour. After a month of labour in the forest Zie is in debt to the extent of 11 francs."

If the negroes are sent to work in the forests—which is also forced labour—how can he do forced labour elsewhere? Yet he has to pay 48 francs because he is forced to work in one place and not at another."

"Jeannot," cries the foreman. No one presents himself. Jeannot is dead. Maoudi? Robert? They are dead, too.

"A month of suffering in the forest and for wages only death and debts," remarks M. Londres, sarcastically.

The Very Idea!

A woman's sixteen mile ride before she committed suicide on her own impulsiveness was described at an inquest held at Reigate, on the body of Mrs. Nellie Ada Pocock of Aylesbury Road, Bromley Kent, whose body was found in a pond at Holm Thorpe, Redhill.

Ernest Pocock, the husband, said his wife often acted on the impulse of the moment, and on one occasion entered a restaurant and fired a revolver at a waiter.

Lately they had been having tiffs, and it was following one of these that she left home saying that she was going for a cycle ride.

Before she left home she went into her boy's bedroom, kissed him, and on going out of the house bade goodbye to her husband and a friend.

A verdict of "suicide while of unsound mind" was returned.

Both Mrs. Pocock and her husband were racing cyclists, and had arranged to go to a meeting at Herne Hill.

The children, after having read a description of the oncoming of night, had been asked to put the same into their own words, a request that resulted in the two following contrasted versions:—

The first, a girl's, whose spelling was hardly on a par with her poetical strivings:—

"The peaceful sunset faded, and the shade of evening reined."

The second was a boy's forceful effort:—

"Night then fell—all over the place."

"The sneeze is Nature's superb effort to save us, and yet we attempt to backfire it," Dr. Octavia Lewis.

Which shakes the leaves upon the trees, and makes people edge away from the fringes of the fray till the sneezer is alone in the danger zone, is Nature's superb effort to save us from consequences grave—Possibly from climbing on the shelf.

In the grave itself And yet, though we require it, We always do our dearest to backfire it, And according to Dr. Octavia Lewis.

So, when next an incipient sneeze has you in its grip... Let it rip!

Fined 10s. at Oswestry recently for a breach of the motor-lighting regulations, John Thomas Mullins, of Hurdman Street, was told that if he had treated the policeman with respect he would have been only cautioned.

Willesden Painter—I bought some books on the instalment system to educate myself, and that is why I am in arrears. Mr. Luke, the Magistrate—Your wife's support is more important than the improvement of your mind.

Liverpool Plumbers' Association applied for extension of a licence in connexion with a hot-pot supper. The Clerk—I thought plumbers were too busy. The Magistrate—Apparently they are going to another kind of "burst." The application was granted.

Here is a good "Good-night story," from the Southern Railway Magazine.—A sleeper is one who sleeps. A sleeper is also the name given to a railway carriage in which a sleeper sleeps. A sleeper is also the name of the baulks of wood that hold the rails on which the sleeper runs while the sleeper sleeps.

Therefore, while the sleeper sleeps in the sleeper, the sleeper carries the sleeper over the sleeper under the sleeper until the sleeper which carries the sleeper jumps the sleeper and wakes the sleeper in the sleeper by striking the sleeper under the sleeper on the sleeper, and there is no longer any sleep for the sleeper sleeping on the sleeper.

An Aberdeen half-wit was taken to the police office on a charge of begging in Union Street. His lawyer explained that his client was mentally deficient. "If he wasn't duff," he argued, "do you think he wad beg here?" The case was dismissed.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following indicating deaths: Plague, Port Said 1 (1), Baghdad 4 (3); Cholera, Bangkok 99 (20), Prom Penh 1 (1), Saigon 4 (2), Canton 1 (1); Small-pox, Basrah 2 (2), Balikpapan 1, Macassar 4 (9), Belawan 1, Haiphong 1 (1), Prom Penh 3 (2), Saigon 1, Macao (2), Shanghai (2), Canton 16 (2), Swatow (20). In addition, 39 deaths from cerebro-spinal meningitis are reported from Shanghai and one case from Dairen.

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The
"RAINGUARD"

Waterproof
FOR MEN.

Price \$13.50 each

Less 10% Discount for Cash

The value of a Raincoat depends upon its weather resisting qualities—its ability to keep the wearer dry under all conditions. The "Rainguard" will give every satisfaction and is guaranteed.

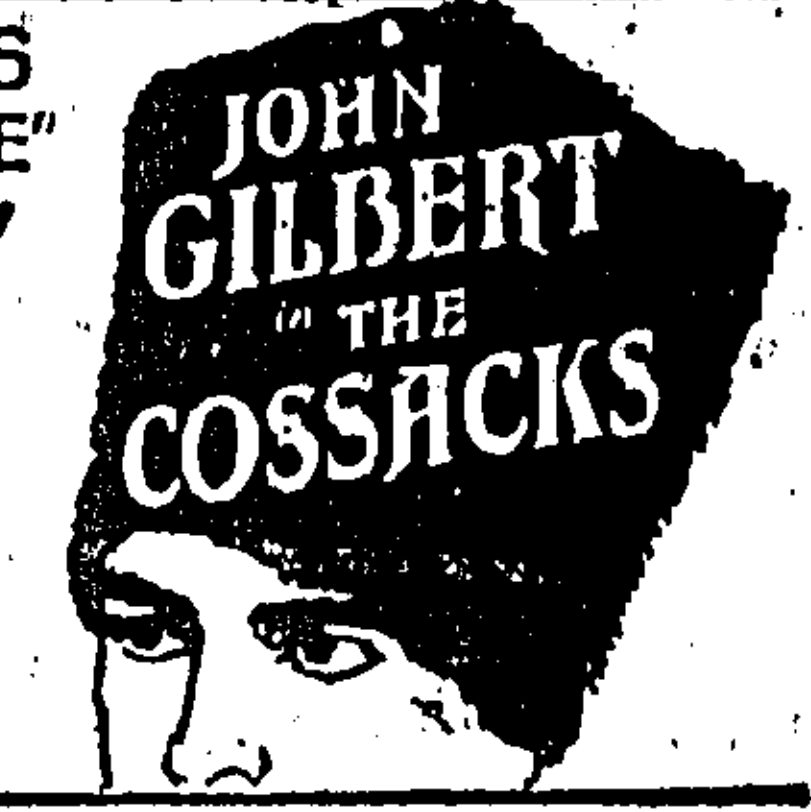
Other Qualities \$21.50 to \$75.00

THE GREAT STARS
of "THE BIG PARADE"

—together again!

'Don't miss this
fascinating
romance!

with
RENEE ADREE



COMING SOON
TO THE

QUEEN'S



MOTHERS' DAY, SUNDAY MAY, 12th

What a charming custom it is to give Mother flowers on Her Day. Wouldn't it be fine for your family to adopt the idea this year! Mother is always doing tender, thoughtful little things for us. Now, here is something we can do for her that will give pleasure out of all proportion to the trifling cost.

"SAY IT WITH FLOWERS" . . . and buy them from:—

THE CLOVER FLOWER SHOP.

10, Ice House Street. Telephone Central 638.

TO-DAY ONLY
Daily at 5.20 & 9.15 p.m.

BELLE
BENNETT

in
"MOTHER"

A gripping story of the Age of Jazz—and of a woman's struggle to hold her family free from its influence! A picture that thrills you by its very power and realism! Tremendous drama, tremendously enacted!

at 2.30 & 7.15—CHINESE PICTURE. "Who is the Guilty One?"

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MAJESTIC

Nathan Road Kowloon.

THE MAN WHO CALLS FOR A "BRANDY"

Deserves what he gets,

BUT THE MAN WHO CALLS FOR AN "EXSHA W"

GETS HAT W HE DESERVES.

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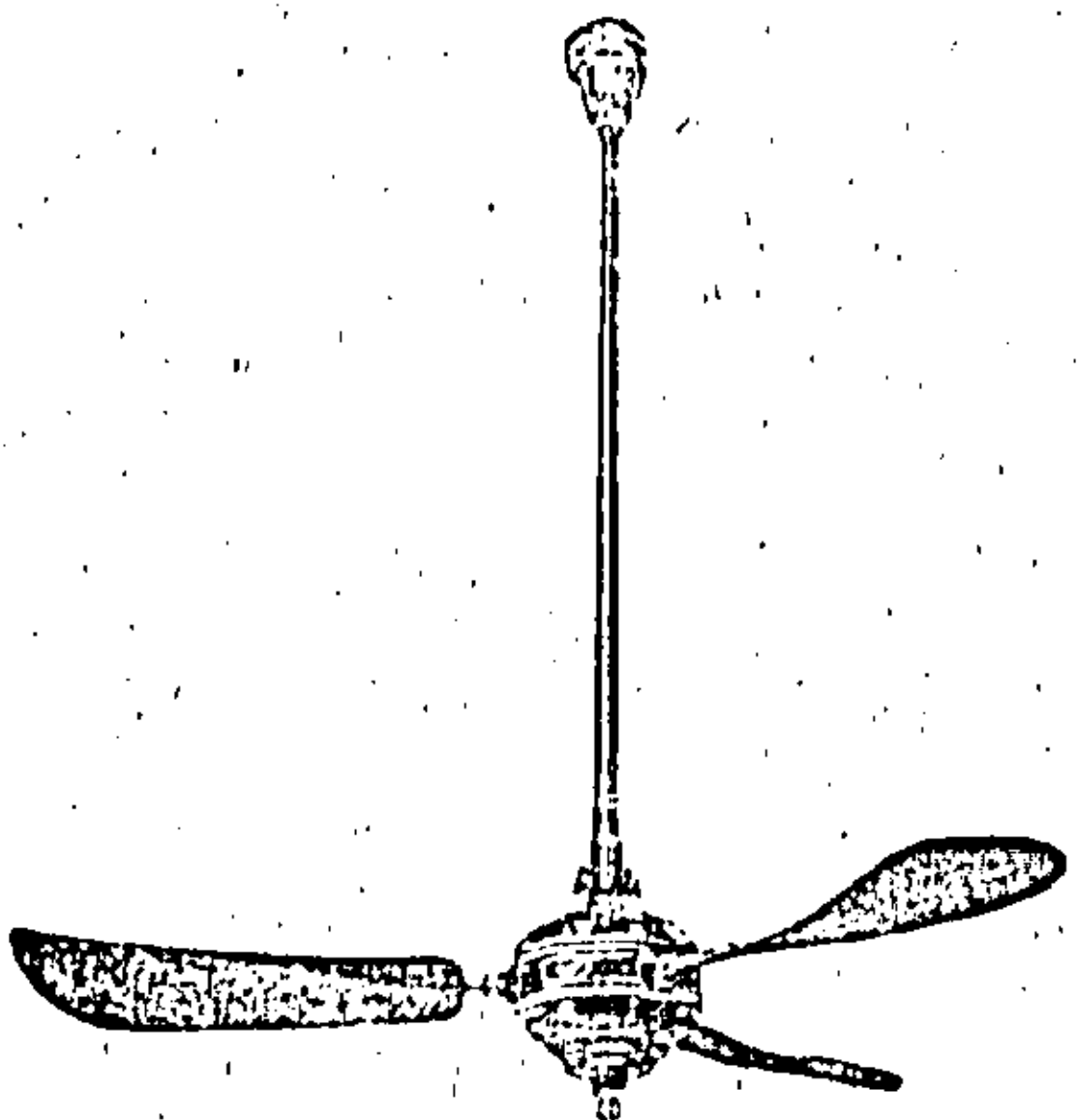
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U.S. BASEBALL.

LEAGUE RESULTS AND TABLES.

New York, May 4.
Saturday's baseball results were:

American League.

	R.	H.	E.
Detroit	6	9	2
Chicago	1	5	3

All other games of both leagues postponed, rain.

Yesterday's results were as follows:

National League.

	R.	H.	E.
Chicago	16	17	0
Philadelphia (First game)	0	10	1

	R.	H.	E.
Chicago	9	9	0
Philadelphia (Second game)	7	12	2

	R.	H.	E.
Pittsburgh	3	8	1
Boston	5	11	0

	R.	H.	E.
Cincinnati	7	10	0
Brooklyn	0	3	3

	R.	H.	E.
St. Louis	10	13	3
New York	7	14	2

American League.

	R.	H.	E.
Boston	1	6	2
Detroit	2	9	0

	R.	H.	E.
Washington	3	9	1
Cleveland	4	5	4

	R.	H.	E.
Chicago	9	11	4
New York	11	16	2

Philadelphia-St. Louis, rain. No others.

The League standings now are:

National League.

	W.	L.	Pct.
Boston	8	2	.800
Chicago	9	5	.642

	W.	L.	Pct.
St. Louis	8	5	.615
Cincinnati	6	7	.461

	W.	L.	Pct.
New York	4	5	.444
Pittsburgh	4	7	.363

	W.	L.	Pct.
Philadelphia	4	8	.333
Brooklyn	4	8	.333

American League.

	W.	L.	Pct.
St. Louis	11	4	.733
Philadelphia	9	4	.692

	W.	L.	Pct.
New York	7	4	.636
Detroit	8	9	.464

	W.	L.	Pct.
Chicago	6	8	.428
Cleveland	6	9	.400

	W.	L.	Pct.
Boston	4	8	.333
Washington	3	8	.272

LOCAL HOCKEY.

The "Wanderers" hockey team to meet the Punjab Regiment on the Marina ground at 5.30 next Wednesday will be W. Borrowman, W. Woodward, J. Rodger, A. A. Dand, Captain Filby, E. J. R. Mitchell, H. Owen Hughes, G. E. R. Divett, R. W. Skipp, C. C. Francis and E. C. Fincher. The team will play in white.

OIL CONSERVATION.

MR. BORAH TILTS AT "WORLD TRUST."

New York, Apr. 15. Mr. Hoover's advocacy of oil conservation is pictured by Senator Borah as championship of the cause of the people against a world-wide oil trust headed by Sir Henri Deterding, Sir John Cadman, and Mr. Walter C. Tengel.

Writing to his constituents in Idaho, who had protested against the President's action, Senator Borah defended the Administration's attitude, arguing that while it was true that it would retard development of the western oil fields, the investment of the State in untapped oil lands would "increase in value as rapidly as anything the State could possess."

Behind the charges of Senator Borah is seen a renewal of his desire to obtain recognition of the Soviet by the United States. Mr. Borah attacked the oil conference in New York as the forerunner of further centralisation of control of the world's oil supply.

Representatives of the Petroleum Institute are considering methods of procedure following the set-back of the Government's ruling that a nationwide restrictive programme would be illegal. It was suggested they might test the legality of the Government's attitude in the courts but this brought the prompt answer from Secretary for the Interior Wilbur that the Government would be forced to oppose any such proposal.

Another and more probable line of action consists in calling the governors of the oil producing States into conference to consider possible legislation to permit the limiting of production within the States.

DENE HOLE FATALITY.

CORONER AND THE DANGERS IN HANGMAN'S WOOD.

An inquest was held at Grays, Essex, recently on John Large, a tramp, who was found dying at the bottom of a dene hole in Hangman's Wood, near Grays.

Reginald Benn, of Broadway, Tilbury, said that he heard a voice calling from the bottom of the hole, "I want some water."

Police Constable Slade said that other officers lowered him into the hole, about 75 feet, and at the bottom he found Large on a mound of chalk. Large said, "My shoulder is broken and I am hurt inside. It was Saturday evening. I was coming along the main road and got frightened of the traffic. I then came in here. I felt myself walking on leaves and suddenly falling down." Slade said that Large was fastened by a rope and hoisted to the top, when he was found to be dead.

Replying to the coroner, he added that the hole would be practically invisible at night. There was no objection to the public using the wood.

LOCAL BILLIARDS.

A WIN FOR CATHOLIC UNION.

A very keen game between the Catholic Union Club and the Chief and P.O.'s of H.M.S. Cornwall was played last night in the Chief and P.O.'s Recreation Rooms and resulted in a win for the C.U.C. by one point. The scores were:

Catholic Union Club.

Ribeiro	200
S. M. Cruz	137
L. C. Silva	147
C. F. Vas	200
E. L. Vas	160
J. D. Remedios	160
Total	1,094

H.M.S. "Cornwall."

Chadwick	185
Richards	200
Small	160
Hobley	186
Horns	142
Phillips	130
Total	1,003

The best breaks were:—C. F. Vas 30, Richards 28 and Chadwick 28.

A NEW GOLF BALL.

AMERICAN AUTHORITIES TO EFFECT THE CHANGE.

London, May 10. Somewhat of a sensation in the golfing world has been caused by a New York message announcing that the United States Golfing Association, as the result of five years of exhaustive experiments, has adopted a denser and more pleasant ball for the average golfer. This change is to become effective on January 1, 1931.

The Association hopes the Royal and Ancient Golf Club of St. Andrews will make a change simultaneously.

The measurements of the new ball are identical with that which the Rules of Golf Committee of St. Andrews announced on April 30, had been rejected, also after exhaustive experiments, this decision being made on April 16.

It is noteworthy that the Rules of Golf Committee's announcement said it was not proposed "at the present time" to ask the Club to authorise the change.—*Reuter*.

The coroner, recording a verdict of accidental death, pointed out that the public went into the wood at their own risk. The conduct of Constable Slade was most praiseworthy, and he desired his action to be brought to the notice of his superior officers.

[There are many dene holes in Hangman's Wood, the origin of which is in doubt. Some assert that they are disused chalk pits, and others believe they were made by early Britons to escape from their enemies.]



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DAMAGES IN ROAD ACCIDENTS.**FATHER SUED FOR ACT OF 17-YEAR-OLD SON.**

Mr. Justice Acton and a common jury in the King's Bench Division had before them the question whether a father was liable to pay damages to a person injured by being knocked down by a motor-cycle ridden by his son, aged 17.

Mr. Francis Charles Taffe, a solicitor's clerk, of Park-place, Gunnersbury Park Estate, W., in this case sued Mr. John Neville Rothen, a schoolmaster, and his son, Francis Aubrey Rothen, of Princes-avenue, Gunnersbury Park. While walking in Princes-avenue on May 11, 1927, Mr. Taffe was knocked down by a motor-cycle ridden by the younger defendant, and his leg was fractured.

Mr. Thorn Drury, K.C., for Mr. Taffe, argued that Mr. Rothen, senior, was liable because he provided a motor-cycle for his son and allowed him to ride it on a public road, though he knew that the boy was an inexperienced and unskilled rider.

Question for Jury.

Mr. Justice Acton, summing up, said that the younger defendant was under legal age. A father was not legally liable for the wrongful or negligent acts of his child, but he might be liable for his own personal negligence in wrongfully affording the child an opportunity of doing mischief or inflicting injury on others.

If a father bought a spirited horse which was difficult to manage, and authorised or allowed his son who had not ridden a horse before to ride the animal on a public road, with the result that the horse got out of control and injured someone, the father might be held liable.

Some day it might be thought expedient that nobody should be allowed to drive a mechanically-propelled vehicle on the roads until he or she had passed a searching test as to competence, but as the law stood now there was no reason why the younger defendant should not hold a licence and ride a motor-cycle without any proof of his skill or experience.

The jury must decide whether they were satisfied that Mr. Rothen knew or ought to have known that his son was so inexperienced and incompetent to ride a motor-cycle that he was negligent in authorising his son to use the machine on the highway, knowing that such authorisation must cause danger to the public.

The jury returned a verdict for Mr. Taffe and awarded him £25

RAILWAY HOPES FOR 1929.**OPTIMISM OF SIR RALPH WEDGWOOD.**

Sir Ralph L. Wedgwood, Chairman of the General Managers' Conference, and Chief General Manager of the London and North-Eastern Railway Company, recently discussed with a Press representative the future prospects of the railways of Great Britain, and analysed the 'returns' just made by the Ministry of Transport.

Sir Ralph pointed to the revival in coal traffic and the tendency to a revival in the carrying of merchandise, and said that if this continued the current year would tell a very different story from 1928.

Successful Sleepers.

He said the introduction of third-class sleepers had been successful, adding, "I feel certain they have done much to encourage long-distance travel. We are building more third-class sleepers for the summer season."

Analysing the Ministry of Transport statement, Sir Ralph said:

"The returns certainly show that 1928 was a bad year for the railway companies. I cannot agree, however, that they warrant in any way a pessimistic outlook. On the contrary, the figures seem to me to show many features which are full of hope for the future."

The returns as published are a little misleading. The total figures which are given include the whole of the London tubes and underground railways which deal with an enormous volume of passenger traffic. This must always be taken into account when one tries to come to any conclusion in reference to the passenger figures.

"The reduction of £6,500,000 in expenditure is a remarkable achievement. Approximately £1,000,000 of the reduction is due to the 2½ per cent. deduction from fares, salaries, and wages, which came into force in August last. The rest of the saving is due to a reduction in the price of coal, and to various measures of economy."

Public Safety First.

"There has been no attempt to economise in the maintenance of

damages against the younger defendant. They found in favour of Mr. Rothen, the father.

Judgment was entered accordingly, with costs in each case.

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the permanent way, since public safety must be the first consideration. On the other hand, more than £4,000,000 of the economy has been effected in the working departments known as 'Locomotive Running' and 'Traffic.'

"It is to an improvement in the trade of the country that the railways must look for a recovery in their goods and coal traffic. The results for the current year are not unpromising."

"We cannot be far wrong in putting a part of this revival down to the reduction in charges afforded by Mr. Churchill's preliminary rates relief scheme. Merchandise carryings also are showing a tendency to revive. During the last few weeks before Easter a definite advance was recorded over the preceding year."

Regarding the possibility of increased passenger fares or traffic rates, Sir Ralph pointed out that the Railway Rates Tribunal meet early next month to make its first annual review of the standard passenger and goods rates now in force.

"These matters are now under consideration," he added.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—breakdown, as it were, of the vital forces that sustain the system. No matter what may be the cause (they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of appetite or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is the cause of this? It is a lack of energy, and energy is thrown off these vital forces, and as the day succeeds the day this may be more certainly ascertained by a course of

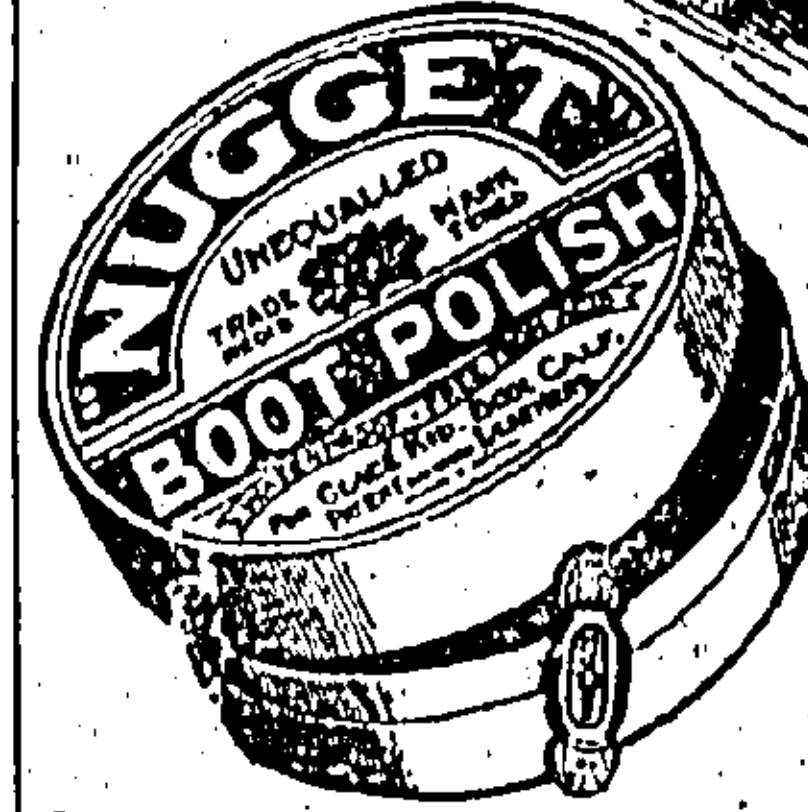
THE NEW FRENCH REMEDY, THERAPION No. 3

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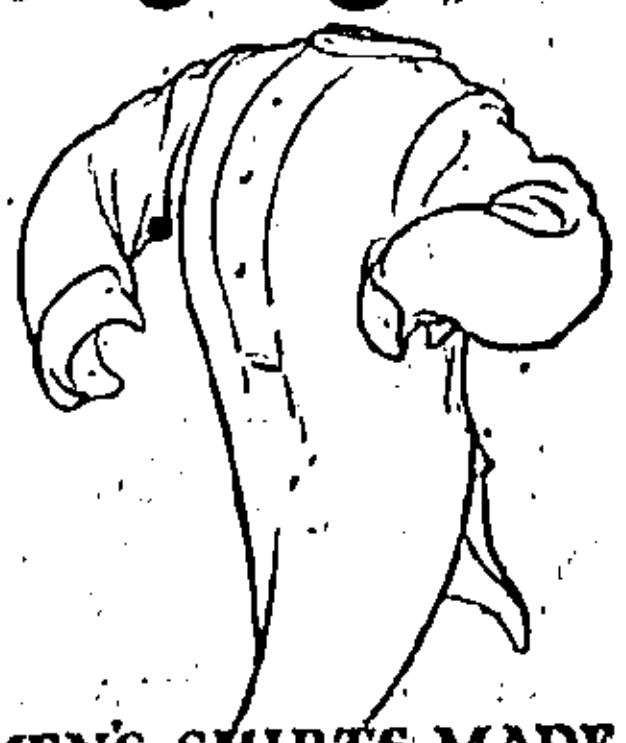
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THE BLACK PIGEON.

By Anne Austin.

CHAPTER XXX.

"Let me see now," Minnie Cassidy considered leisurely, immensely enjoying the fact that "Tommy" McMann, who had once been a "rookie cop" with her husband and who was now a detective sergeant, was hanging on her words. "Just what did the sweet-voiced lady say? Seeing as how she was on the telephone, and not here to kill the poor man, I reckon it won't do her no harm for me to tell ye what she said, Tommy McMann. She said, 'Tell Mr. Borden that if he is wise, he will talk to me when I call again.' Then she hung up the receiver, and I told Mr. Borden what she'd said, and then I took my things—"

"Just a minute, Minnie," McMann interrupted. "What did Borden say when you gave him that threatening message?"

"He didn't say nothing—just grunted and slammed the door."

"All right!" McMann shrugged, frowning at the notes on the case which he was shuffling through his big, thick hands. Suddenly a memo in his own handwriting caught his eye. Later, when you were coming out of Feldlum's office you saw Mrs. Borden leaving. That's right, isn't it? She's already told me a scrubwoman saw her."

"I did see a lady come out," Minnie acknowledged, "but I didn't know it was Mrs. Borden till I saw her pictures in the papers."

Ruth suddenly leaned toward Minnie Cassidy, forestalling McMann's next question with one of her own:

"Was there some reason why you noticed Mrs. Borden particularly, Minnie?"

McMann leaned back in his chair, tacitly giving his consent to question and answer.

Minnie hedged. "With so few comin' and goin' on Sat'day afternoon, why shouldn't I notice her? And I don't believe for a minute that the poor lady would shoot the father of her two little children—"

"Was Mrs. Borden crying?" Minnie asked. McMann suddenly interrupted. "I must have the truth—"

"Well, cryin' she was then," Minnie admitted belligerently. "And why shouldn't she be? Separated from her husband and still lovin' him, like the papers say. Not takin' on, jist dabbin' at her eyes with her handkerchief, then pressin' it hard against her mouth."

Cold logic, however, prevented Ruth from taking any joy in this confirmation of her theory that the interview between Harry Borden and his wife had not gone so smoothly, so amicably as the widow had testified.

If Mrs. Borden had shot her husband between 20 minutes to two and 10 minutes to two, how could Bill Cowan have heard Harry Borden's voice bellowing in rage at 10 minutes past two, when he—Cowan—had called Jack Hayward's telephone number and been cut in on a busy line? Unless, of course, Cowan had been mistaken as to the voice. . . . But he had been positive that Borden had referred to himself by name—"Who are you to tell Harry Borden what he can do!"

But what if Mrs. Borden had returned? . . . Was it not wholly possible that the discarded wife, submitted at that interview to God only knew what further humiliation at the hands of her husband, had brooded upon her wrongs, remembered the pistol in the bottom drawer of the secretary's desk, and returned to kill him, walking up the stairs so that her second visit should be unknown to the elevator operator?

Apparently Detective Sergeant McMann's logical brain had reached the same conclusion, for he strode to the door and directed Birdwell, in the outer office, to send for Mrs. Borden, who was being detained down the hall by Detective Covey. While awaiting the arrival of the newly made widow, the sergeant resumed his questioning of Minnie Cassidy.

"Now think hard, Minnie," he directed, with brusque kindness. "Did you see anyone else at all enter or leave those offices on Saturday afternoon?"

"Do ye think I had nothin' to do but to watch Mr. Borden's offices, Tommy McMann?" Minnie demanded indignantly. "I had me work to do—"

"Answer the question, please, Minnie," McMann interrupted impatiently. "Did you see the dancer whose picture is in the papers, too? Dubois, her name is. She's admitted she was here, so you needn't be afraid of getting her into trouble."

"That I didn't!" Minnie retorted emphatically. "When I finished Mr. Feldlum's office I went around into the other wing of the building, and was busy there until about half-

past two. "Oh," all right, Birdwell, Show Mrs. Borden in. . . . Sorry to bother you again, Mrs. Borden," McMann apologized brusquely, as the pale-faced widow slipped into the room, "but this morning I neglected to ask you how you spent the rest of Saturday afternoon—from the time you left your husband, I mean."

Mrs. Borden answered in a quiet, controlled voice: "As I told you, sir, I had left my children at the Chester Hotel, while I came to see my—my husband. I had left them in the ladies' parlour, in charge of the maid on duty there. She had told me she would be on duty until two o'clock, when she would be relieved by another maid. I promised to be back by two, and I was, for she was still there, though she left immediately after I had tipped her for her services. I took charge of the children myself then, and was with them continuously until they went to bed in the evening. The three of us attended a motion picture downtown—a war picture that my little son was eager to see."

"I see," McMann commented non-committally.

"Mrs. Borden, Minnie Cassidy here has corroborated what you said about your seeing her when you left your husband's office about 10 minutes to two on Saturday. But—she also says that she saw you wiping tears from your eyes. Is that true?"

The pale, once-beautiful face quivered, but the leaf-brown eyes were steady. "It is true. I don't think I ever left my husband's presence—after our separation—without tears in my eyes. I grieved that he would not return to me and our children."

The detective looked at her steadily for a long minute, then said abruptly: "That's all, Mrs. Borden. You may go home to your children, but of course you are not to leave town and are to hold yourself available for further questioning at any time."

"Thank you," Mrs. Borden said in a low voice, as she turned toward the door.

"Please, Mr. McMann," Ruth begged urgently "may I ask Mrs. Borden just one question?" The detective nodded, frowning slightly, and Ruth turned eagerly toward the murdered man's widow. "Mrs. Borden, I know it is painful for you to have to think of such things now, but won't you please tell Mr. McMann whether Mr. Borden—to your knowledge—knew a woman with a peculiarly beautiful contralto voice?"

Colour flamed suddenly in the pale, aristocratic face of Harry Borden's widow. She drew in her breath sharply, and her eyelids fluttered, before she answered, almost haughtily: "I am afraid I can give you little help along—these lines, Miss Lester. Naturally Mr. Borden's intimate women friends were not known to me—socially."

She opened the door, passed into the outer office, closed the door behind her.

Ruth shrank in her chair as if the widow's words had been blown in her face. But beneath the throb of humiliation two things clamoured for recognition—the fact that Mrs. Borden had not really answered her question and the suspicion, amounting to a certainty, that the widow had known only too well the answer to that question.

But why should she try to shield, by concealing her name, one of the women who had undoubtedly possessed Harry Borden's love—temporarily at least—after his wife had lost it? Ruth suddenly felt too tired and bewildered to bear any more, but she raised her head, listened wearily as McMann concluded his interview with Minnie Cassidy.

"That's all, Minnie," McMann was saying. "How's the baby, by the way? I remember Tim was always bragging about his girl child—"

"Baby?" Minnie cackled. "Ye should see her now! Grown up on me, she did, Tommy McMann. Twenty come June, and as pretty a lass as ye'd hope to see. Ain't that right, Miss Ruth?"

"Rose is a little beauty," Ruth admitted, as heartily as weariness and discouragement would permit.

"I'm sure she is," McMann agreed absently, his eyes on his notes again. "What's the name of the woman who cleans Hayward's offices? . . . Letty Miller—that's right. Send her in to me."

Suddenly Ruth remembered something—something which might be of vital importance to Jack Hayward. Her weariness routed by hope, she eagerly awaited the arrival of Letty Miller.

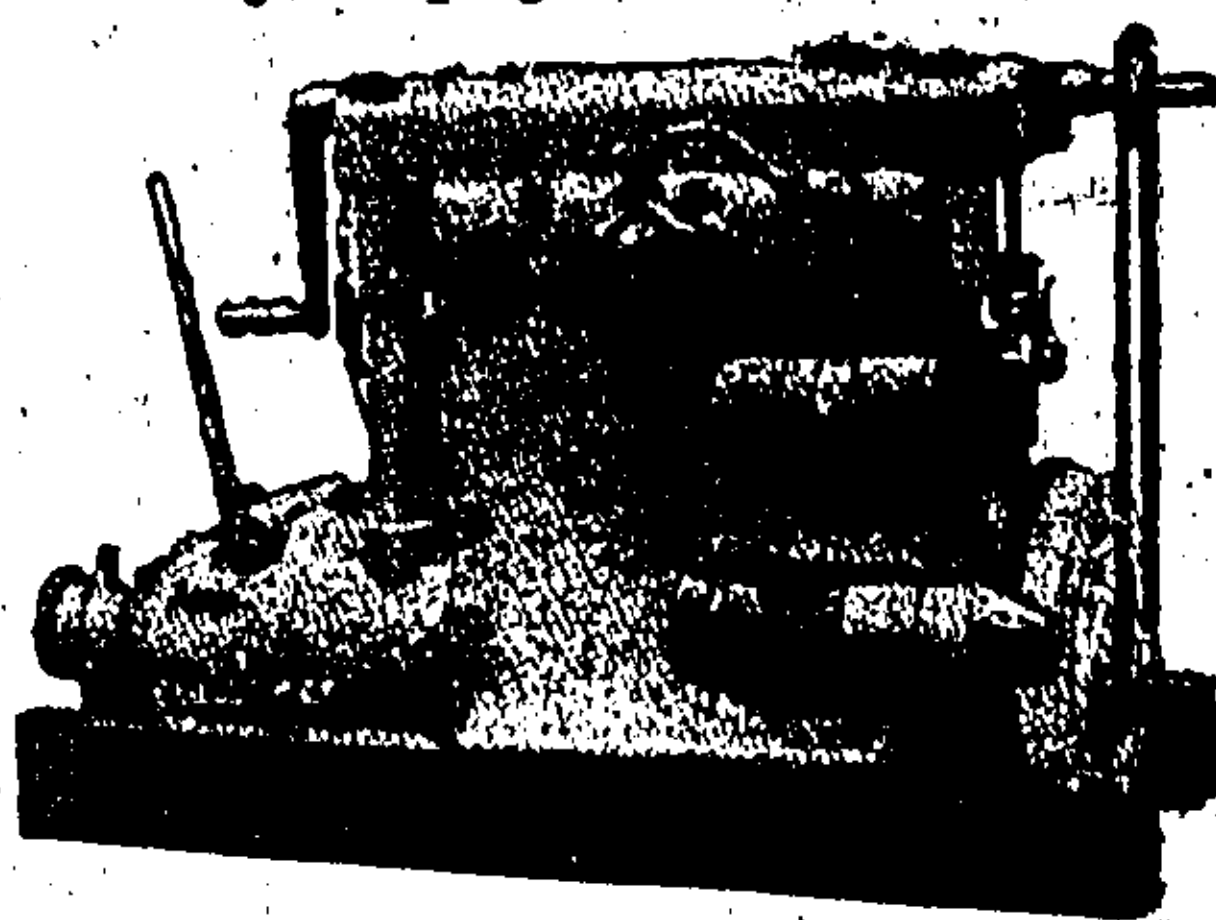
(To Be Continued.)

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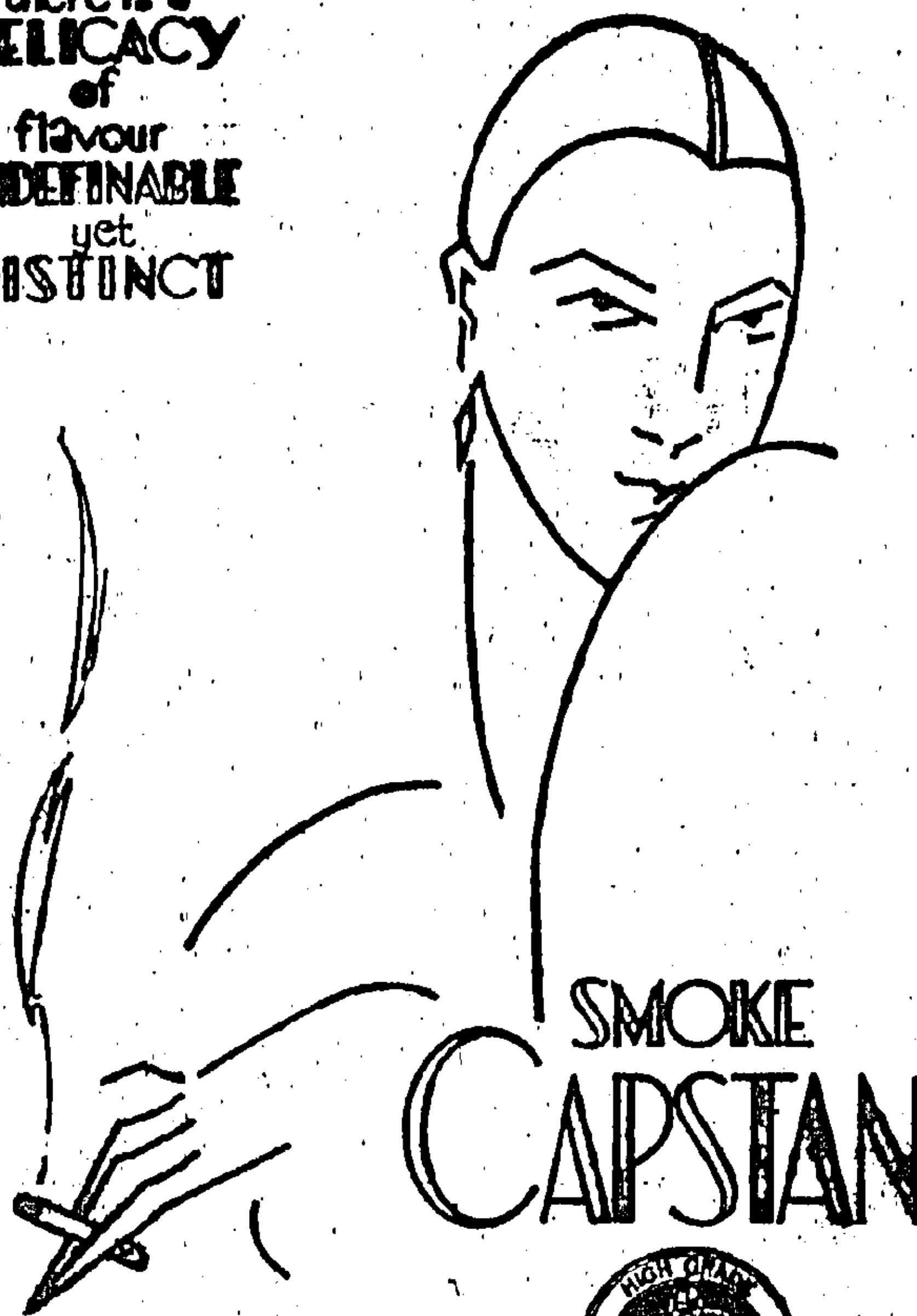
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RAILWAYS LEAN YEAR.

ANOTHER BIG DROP IN REVENUE.

A further decline in the use of the railways, both for passenger and goods traffic, is disclosed in the returns for 1928, which have been issued by the Ministry of Transport.

Although the figures are described as only a "preliminary statement," no adjustment later is likely to transform them into a message of encouragement. Total receipts for the four great groups reach only £194,000,000, compared with £202,400,000 in the preceding year, and the net revenue of Great Britain's railways has dropped from £46,700,000 to £45,200,000.

Each line has been obliged to cut down expenditure, and the united effort has accomplished a saving of £6,500,000. Although there were nearly 22,000,000 more passengers in 1928 than 1927, the receipts are less by £1,200,000, owing to the falling off in the revenue from third-class tickets. The season ticket habit

is not so pronounced, especially among the first-class travellers, who applied for 6,000 fewer "seasons" than in the year before last. Workmen's tickets are the only booking category adding to the prosperity of the railways. Sales of these rose by £200,000 to £4,000,000.

Goods Traffic Returns. Most serious is the diminution in the total goods train receipts which have dwindled from £110,400,000 to £103,300,000.

The commodity which has an easy supremacy in the list of goods carried (excluding coal, coke, and patent fuel), is iron ore, amounting to over 10,000,000 tons; next comes one of the classes of iron and steel scrap, with over 7,000,000 tons; and road making materials and grain, flour and milling offals are close together for third place with over 5,000,000 tons.

First in the list of principal commodities comes the entry: "Ade and porter, in casks of cases." This comfortable freight amounted to 706,200 tons. The amount of coal, coke, and patent fuel transported was 187,334,000. The year before the figure was 105,775,000. Altogether the goods minerals and live stock carried,

reached 306,129,000 tons, a shrinkage of well over 16,000,000 tons.

The horse is shown to be going out of fashion with the railway companies, as with most other kinds of business. Only 11 horse-drawn vehicles for passenger work now remain, and the number employed for road vehicles generally has dropped in the course of a twelvemonth from 18,712 to 17,700.

Reviewed by Rates Tribunal. The four amalgamated railway companies—the London, Midland and Scottish, Great Western, London and North-Eastern, and Southern Railways—are submitting to the Railway Rates Tribunal their accounts and statements for the purpose of review by the Tribunal under the provisions of Section 59 of the Railways Act, 1921.

That Act provides for the regulation of railway rates so as to produce what are known as the "standard" net revenues. If the companies' earned more than standard revenues rates were to be reduced; if they earned less, rates were to be increased, and last year, which was the first year during which this part of the Railways Act was applied, all the four grouped railways failed to earn their standard net revenues.

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LOOK POONG SHAM, Chief Manager.
Hongkong, 10th February, 1927.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £5,000,000
Paid-Up Capital £1,000,000
Reserve Fund and Profit £1,000,000
Total Assets £3,000,000

BRANCHES:

The Bank of England & Midland Bank, Ltd.
Bangkok, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Moscow, New York, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Tientsin, Yokohama.
Every description of Banking and Exchange business transacted.
Interest allowed on Current Accounts and Fixed Deposits at rates which may be ascertained on application.
L. L. SANDER, Manager.
Hongkong, 10th May, 1929.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1824.

HEAD OFFICE: LONDON.
Paid-Up Capital £5,000,000
Reserve Fund £1,000,000
Surplus £1,000,000
Total Assets £7,000,000

AGENCIES AND BRANCHES.

ALGERIA (Algiers), AMSTERDAM, BOMBAY, CALCUTTA, CANTON, Cebu, COLOMBO, Dairen, Delhi, HANKOW, HAMBURG, HONGKONG, Kobe, KUALA LUMPUR (F.M.S.), MANILA, MADRAS, MOSCOW, NEW YORK, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, TAIPEI, Tientsin, YOKOHAMA (Philippine Is.).
TONGKAI (HUKUET), TIENTSIN, YOKOHAMA, ZAMBOANGA (Philippine Is.).
Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, 10th March, 1929.

THE NATIONAL CITY BANK OF NEW YORK.

Capital, Surplus and Undivided Profits \$516,993,905

Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

HEAD OFFICE: 55, Wall Street, New York.

Branches in:—

ARGENTINE, ITALY, BELGIUM, JAPAN, BRAZIL, PANAMA, CHINA, PERU, COLOMBIA, PORTO RICO, DOMINICAN REPUBLIC, GUATEMALA, HONDURAS, EL SALVADOR, VENEZUELA.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, Spain and the Philippine Islands.

F. McD. COURTNEY, Manager.
Hongkong, 7th January 1927.

行銀商工法中

BANQUE FRANCO-CHINOISE.

pour le Commerce et l'Industrie.

(Incorporated in France.)

Princes Building, Chester Road, Kowloon.

Head Office:

74, Rue St. Lazare, Paris.

Capital fully paid up Frs. 50,000,000

Special work Capital Frs. 50,000,000

Reserves Frs. 22,319,000

Branches:

Paris, Lyons, Marseilles, Saigon, Hanoi, Haiphong, Quinhao, Hue, Thanh-hoa, Vinh, Nam Phai, Peking, Shanghai, Tientsin, Hongkong.

France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.

London: Midland Bank Ltd.

New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.

San Francisco: Bank of Italy.

Every description of banking and Exchange business transacted. Correspondents throughout the world.

L. Bernal, Manager.
Hongkong, 3rd August, 1923.

THE BANK OF CHINA.

SPECIALY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 2ND OF NOVEMBER, 1917.

Authorized Capital \$40,000,000.00

Paid-Up Capital \$12,719,000.00

Reserve Funds \$25,281,000.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH:

4, Queen's Road, Central.

Branches and Sub-branches all over China and Correspondents in Europe, America and other parts of the world.

LONDON BANKERS: The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

NEW YORK BRANCHES: The Irving National Bank.

The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on Application.

Every description of Banking business transacted.

Loans granted on approved securities. Special facilities for House Bankers.

SHOU J. CHANG, Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

Authorized Capital \$20,000,000

Issued \$2,000,000

Paid-Up \$2,000,000

Reserve Liabilities of share-holders \$18,000,000

Surplus \$2,000,000

HEAD OFFICE: KUALA LUMPUR.
Branches, Agencies and Correspondents in all the principal cities of the world.
Every description of Banking and Exchange business transacted.
TAN ENG HOON, Manager.
Hongkong, April 17th, 1929.

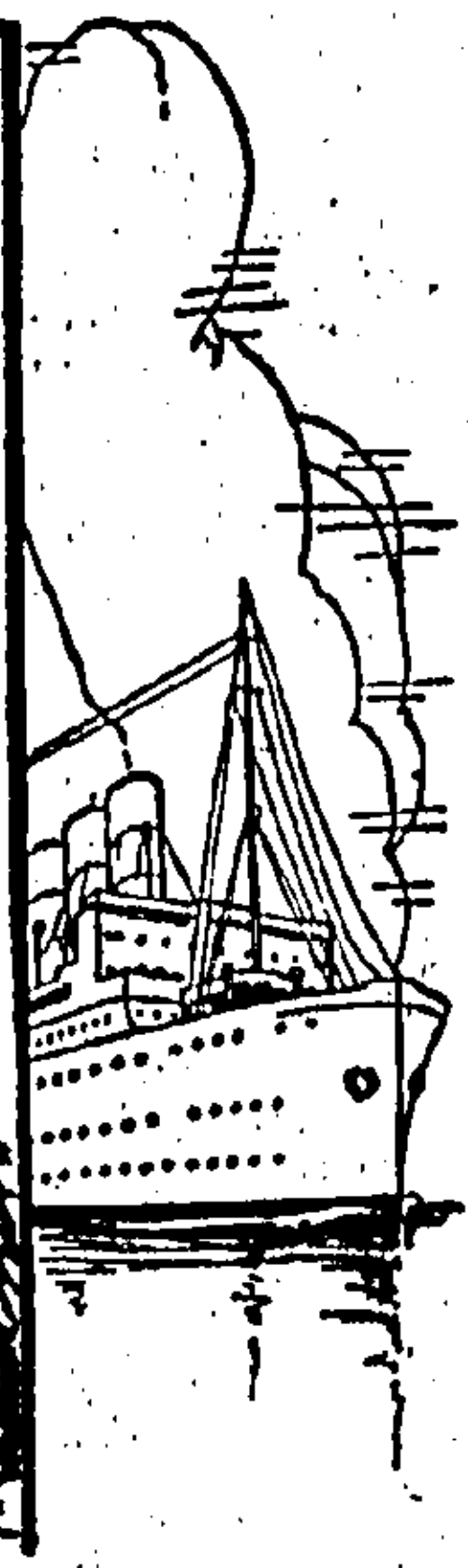


—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.



CANADIAN PACIFIC

Next Sailing to the Pacific Coast
EMPRESS OF ASIA
at 6 a.m.—May 15th, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

NEW YORK, BOSTON & BALTIMORE.

JOINT SERVICE OF THE "BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. NELEUS... via Suez Canal 5th June.
S.S. "CITY OF MOBILE" ... via Suez Canal 14th June.
S.S. "MACHAON" ... via Suez Canal 3rd July.
Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to change without notice.
For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.

Loading Direct For

ROTTERDAM, AMSTERDAM, HAMBURG,

COPENHAGEN, OSLO and GOTHENBURG.

Loadings about
M.S. "DELHI" ... 5th June
M.S. "CANTON" ... 22nd June

SHANGHAI, JAPAN PORTS and VLADIVOSTOK.

M.S. "CANTON" ... 10th May

For further particulars apply to the Agents.
GILMAN & CO., LTD. G. E. HUYGEN.
Hongkong. Canton.



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon,
Singapore, Colombo, Djibouti
(Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai
& Kobe.

D'ARTAGNAN... 21st May.
SPHINX... 4th June.
ANGERS... 18th June.
G. METZINGER... 2nd July.
ANDRE LEBON... 16th July.
PORTHOS... 30th July.
CHENONCEAUX... 13th Aug.
ATHOS II... 27th Aug.

ANGERS... 21st May.
G. METZINGER... 4th June.
ANDRE LEBON... 18th June.
PORTHOS... 2nd July.
CHENONCEAUX... 16th July.
ATHOS II... 30th July.
D'ARTAGNAN... 13th Aug.
SPHINX... 27th Aug.

We can issue through tickets to Egypt, Syrian ports,
East Africa, Madagascar by transshipment on our mail
steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp):

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES

Telephones: C. 651 & 740. 2, Queen's Building.

BISHOPS CRITICISED BY ARCHDEACON.

ALLEGED ABUSE OF PATRONAGE.

Oxford, Apr. 11.

A strong protest against what was described as the autocratic action of the Bishops was made by the Archdeacon of Chester, the Rev. W. L. Paige Cox, speaking on constitutional episcopacy today at the Cheltenham Conference at St. Peter's Hall, Oxford.

"Disestablishment," he said, "would mean the removal of the one effective check on the autocratic action of the Bishops. But for that check, it would be possible for a passing majority of Bishops to change the Church's doctrine and ritual at will."

"Whatever may be the inconveniences and incongruities of the Establishment, the people of England are not going to alter the present relations between Church and State in order to give to the Bishops what would practically be supreme control of the National Church."

"The danger in that direction would be all the greater owing to the drift, of late, towards the increase of the power of the Bishops in the administration of patronage. Some Bishops have not been desirous of promoting men according to their merits and seniority irrespective of their ecclesiastical views, but have set themselves to put clergy of their own school of thought into the places at their disposal, and have deliberately attempted to change the ecclesiastical tone and colour of their dioceses."

"Much of our recent trouble with regard to ritual irregularities is traceable to such an abuse of episcopal patronage and one of the most needful of Church reforms is the placing of diocesan patronage on a really diocesan footing through the establishment of Diocesan Boards of Patronage."

A WARM SEND-OFF.

BIG CROWD CHEERS THE DUKE OF GLOUCESTER.

Toyko, May 10.

Terminating his official visit, the Duke of Gloucester and his suite left this morning by special train for Nikko. He will travel up country incognito until he reaches Canada on May 25.

Despite the rain, crowds lined the route to the station giving the Duke a very warm send-off.

The leading vernacular papers, including the *Yiji* and the *Hochi*, say that the visit has afforded further concrete proof of the unchanging friendly relations between Britain and Japan.—*Reuter*.

allowing for a due expression of opinion on the part of the parishioners.

Significant Choices.

All the latest appointment of Bishops have been of men who have been conspicuous in their support of the Deposited Book. It is obvious in what quarters these names have been suggested to the Prime Minister, and it has been widely regretted that in such a matter the advisers of the Prime Minister should have shown their desire to force on their policy without regard to the very clearly expressed opinions of the mass of Church people.

"It has been significant of late that a good many Bishops have taken to wearing ornate official clothing and jewellery, copes and mitres and pectoral crosses. Up to the last generation, no Bishop in England wore even an episcopal ring, and it cannot be said that the Bishops in those days were held in less respect than Bishops are now."

"There never was a time when it was less advisable to exit the episcopate unduly and for the Bis-

LETTER GOLF.

SCANT STYLES have been in vogue for a long time, and it is only natural that sooner or later they would find their way onto the letter golf course. Par is six.

S	C	A	N	T
S	T	Y	L	E

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW HEN HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.
One solution is printed on another page.

Nanking, May 10.

The Feng Yu-shiang official, Mr. Y. L. Tong, Vice-Minister for Foreign Affairs, sent in his resignation this morning.—*Reuter*.

hops to assume powers which under proper regulations pertain to the whole body.

"It is not wise to encroach on the intrinsic ecclesiastical rights and prerogatives of people. They will not stand it."

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

BILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

TELE. ADDRESS: "TAIKOO" HONGKONG.
TELEGRAMS: CENTRAL III
CABLE PLANT: "T" OVER "AME. PERSIAN"

BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg... 10th June

"CITY OF CAMBRIDGE" ... London, Rotterdam, Amsterdam & Hamburg... 10th July

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

"CITY OF SINGAPORE" ... via Suez Canal ... 14th June

"CITY OF MANDALAY" ... via Suez Canal ... 12th July

"CITY OF BEDFORD" ... via Suez Canal ... 9th August

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

"COMLIEBANK" ... 27th May

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth), Mosses Bay and Capetown
Through Bills of Lading issued to Beira, Quilimane, Ilo, Port Amelia, Moçambique, Obinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Indaba Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

THE BANK LINE, Ltd
Telephone Central 4791.

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE
"HECTOR" 16th May M'les, London, R'dam & G'gow
"DIOMED" 20th May M'les, London, R'dam & H'burg
"AENEAS" 11th June M'les, London, R'dam & G'gow

LIVERPOOL SERVICE
"GLAUCUS" 3rd June Genoa, Havre, L'pool & G'gow
"CYCLOPS" 20th June Genoa, Havre, L'pool & G'gow

PACIFIC SERVICE
via Kobe & Yokohama
"IXION" 11th May Victoria, Vancouver & Seattle
"TYNDAREUS" 1st June Victoria, Vancouver & Seattle

NEW YORK SERVICE
"NELEUS" 5th June New York, Boston & Baltimore
"MACHAON" 3rd July New York, Boston & Baltimore

INWARD SERVICE
Due For
"MEDON" 10th May Shanghai, Moji, Kobe & Yokohama

PASSENGER SERVICE
"HECTOR" 16th May Singapore, Marseilles & London
"AENEAS" 11th June Singapore, Marseilles & London
* Sails at Daylight.
Also carry steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:—
BUTTERFIELD & SWIRE.
Agents

PRESIDENT LINER SAILINGS

Weekly Trans-Pacific Service.

To San Francisco To Seattle &
& Los Angeles Victoria

Fortnightly sailings on Tuesdays. Fortnightly sailings on Tuesdays.

Pres. McKinley Tues. May 21 Pro. aft Tues. May 4, 10 a.m.
Pres. Grant Tues. June 4 Pres. Jefferson Tues. May 20
Pres. Cleveland Tues. June 18 Pres. Lincoln Tues. June 11
Pres. Pierce Tues. July 2 Pres. Madison Tues. June 25

£120, £112 Special through rates to Europe via
United States. Direct connections
with all Atlantic lines. Choice of rail lines across United
States and Canada. If rail rates are not available, for night-sailing.

Europe and New York Direct ROUND THE WORLD.

Fortnightly sailings on Monday via Manila, Straits, Colombo, Suez Canal,
Aden, Bombay, Ceylon, Singapore, Hong Kong, Shanghai, Japan, and back.

Pres. Hayes 8 May 10 8 a.m. Pres. Harrison 8 June 30 8 a.m.
Pres. Polk 8 June 2 8 a.m. Pres. Johnson 8 July 14 8 a.m.
Pres. Adams 8 June 16 8 a.m. Pres. Monroe 8 July 28 8 a.m.

To Manila

Pres. McKinley May 11, 6 p.m. Pres. Grant May 25, 6 p.m.
Pres. Hayes May 10, 8 a.m. Pres. Polk June 2, 8 a.m.
Pres. Jefferson May 21, 6 p.m. Pres. Lincoln June 4, 6 p.m.

For Bookings, Passenger and Freight Information,
apply to 12, Phipps Street, opposite Hongkong Hotel.
Tel. phones Central 2477, 2478 & 785.
Cable Address "Dollar".

CANTON BRANCH:—No. 4 Shokee Street.

American Mail Line and Dollar Steamship Line

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.
VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New

Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO DATE FIRST & SECOND CLASS

PASSENGER ACCOMMODATION

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG	DUE TO SAIL
TAIPIING	In Port	14th May
CHANGTE	11th June	18th June
TAIPIING	9th July	16th July
CHANGTE		

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,
Tel C. 36 Agents.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

The Steamship, "SPHINX"
Arrived Hongkong on Tuesday,
the 7th May, 1929, from
MARSEILLES, &c.,
also cargo from Cognac, Bordeaux
ex s/s "Tennant" & "Teneriffa"
and cargo from London ex s/s "Dr.
Pierre Benoit".

Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception
of Opium, Treasures and Valuables
are being landed and placed at their
risk in the Godowns of the Hongkong
Kowloon Wharf and Godown Co., Ltd.,
Kowloon, whence delivery can be
obtained as the goods are landed.

Goods not cleared within 7 days
including date of arrival, will be
subject to rent. All claims must be
sent to the undersigned before the
Thursday the 16th May, 1929, or they
will not be recognized.

Damaged packages must be left in
the Godowns for examination by the
consignees, and the Company's Surveyor
Messrs. Goddard & Douglas at
10.00 a.m. on Monday, the 13th May,
1929.

No claims will be admitted after
the goods have left the Godowns.
No fire insurance will be effected
by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 7th May, 1929.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO', ANTWERP,
DUNKIRK, LONDON and STRAITS.

The Steamship, "BENLOMOND"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns
and/or extra hazardous Godowns of
The Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 13th inst., will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 27th inst., or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
11th inst., at 10 a.m.

No Fire Insurance has been effect-
ed.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 7th May, 1929.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO', ANTWERP,
LONDON and STRAITS.

The Steamship, "BENCROCIAN"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns
and/or extra hazardous Godowns of
The Hongkong and Kowloon Wharf
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from the wharves delivery may be
obtained.

RETURN OF EROS.

STILL DEPENDENT ON WORK
IN PICCADILLY CIRCUS.

London, Apr. 13.
Those who were hoping that
Spring would see the return of the
statue of Eros or—to adopt the
term used by the Westminster City
Council—the Shaftesbury Mono-
rial to Piccadilly-circus from its
temporary home in the Embank-
ment Gardens, have reckoned with-
out the deliberations of no fewer
than six authorities.

Eros is under their management,
the six being the Ministry of
Transport, the London Traffic Ad-
visory Committee, the Westminster
City Council, the London County
Council, the Commissioners of
Crown Lands, and the Metro-
politan Police. I ascertained yester-
day that contrary to current
opinion, the question of the return
of the statue has not been entirely
lost sight of.

Although it is four months since
the Underground station was
finished, when it was assumed that
the matter was settled, certain
matters have still to be considered.
There is the question of the
reconstruction of the Circus
islands.

It has been proposed that they
should be resolved into one cen-
tral isle, upon which Eros, com-
plete with a fountain and a mar-
gin of green lawn, would stand
poised for universal admiration.
To come to a decision on this
point, however, the authorities
have yet to take a census of the
traffic passing through the Circus,
in order to see if it would flow
easily under the proposed re-
arrangement.

Then, again, it was pointed out
by an official of the Westminster
City Council that there were
underground works still to be com-
pleted. "The final lay-out of the
Circus," he said, "will be decided
only after this week is finished."
The return of Eros is a question
which at the moment is not ripe
for settlement.

CHEFOO ARMISTICE.

SIEGE OF FUSHAN CITY
RAISED.

Chefoo, May 10.
As the result of the good offices
of Mr. Le Roy Webb, the U. S.
Consul, to mediate between Lin
Chien-nien and Chu Yu-pai's repre-
sentatives, both factions were
brought together and an armistice
was arranged at three o'clock yester-
day afternoon, when the South
gate of Fushan City, after a siege
of fifteen days, was opened, and
women and children evacuated, the
dead buried and the wounded
removed.

The American Presbyterian Hos-
pital is full of wounded. It is re-
portedly stated that there have been
1,000 casualties from the Fushan
area on both sides.

The indirect result of the bring-
ing together of these representatives
is the capitulation of Chu Yu-pai
at seven o'clock this morning. All
officers, except General Chu Yu-pai,
have been transferred to Lin Chien-
nien's headquarters at Muping to-
day, pending safe transport, with
Chu Yu-pai, to Korea. Chu Yu-pai's
troops have received two months
pay and have received in Lin
Chien-nien's army. About forty of
Chu Yu-pai's Russians are being
repatriated.

The interruption in the com-
munications at Pongai is reported
to be due to the area at Hwang-
hsien and Westward being held by
Chen Chin-chi, an adherent of Feng
Yu-hsiang and possibly an opponent
of Lin Chien-nien.—Reuter.

LETTER GOLF
SOLUTION.

Here is the solution to the
puzzle on another page.
SCANT, SCANS, SCARS,
STARS, STARE, STALE, STYLE.

CORRESPONDENCE.

DIOCESAN BOYS' SCHOOL.

[To The Editor of Hongkong
Telegraph.]

Sir,—In connexion with the Dia-
mond Jubilee of the Diocesan Boys'
School and Orphanage.

For some nine years I have been
collecting reports, records and in-
cidental papers, etc. I have received
much help in Hongkong and in other
places.

The reports are now complete
from 1869 to date, except that the
seventh report for the years 1875-8
is missing and I have found only half
of the report for 1880-1.

The minutes of the committee
meetings are complete from 1889. I
also have the minutes, from 1869, of
an earlier foundation, "The Diocesan
Native Female Training School,"
which was founded in 1869 and of
which I have recently discovered the
first annual report for 1869-1.

I am compiling a book called "The
History and Records" of the School,
which will be published in October.
The first proof of matter obtained
to date are now to hand. The history
will contain about twenty illustrations
of the old and the new schools, etc.

I write to the Press to ask any old
boys or other persons, who may have
any press cuttings, reports or photo-
graphs taken prior to 1918, kindly
to lend them to me this month.

I would like to secure if possible
(1) an early photograph of Mr. and
Mrs. M. W. B. Arthur, the Head-
master and Matron, from 1870 to
1878; (2) a photograph of Mr. H.
Sykes, second Master from 1889 to
1920; and (3) any photographs of
football teams, etc., and general
photographs. I have seen a photo-
graph of a football team which was
the first team to win the Schools'
Football League.

Apologising for troubling you at
so much length, but the occasion is a
very interesting one. The Institution
has been very closely connected with
the history of the Colony for over
sixty years.—Yours, etc.,
W. T. FEATHERSTONE,
Headmaster.

PASSENGERS.

ARRIVED.

Per s.s. Kalyan from Shanghai and
Japan, on May 10.—Mrs. C. T.
Randall, Miss E. Ackerman, Miss
M. Hawley, Mr. and Mrs. T. Heath,
Mrs. S. Johnson, Mr. and Mrs. C.
Perrin, Misses K. and L. Perrin, Mrs.
E. H. Hunter, Mrs. A. S. Macdonald,
Mr. and Mrs. D. Leslie, Mr. and Mrs.
F. Cornell, Miss V. Cornell, Mrs. S. L.
Lamb, Mr. and Mrs. C. White, Mr.
D. C. Roimer, Mr. J. H. Tong, Mr. and
Mrs. C. F. Young, Mr. and Mrs. M.
Litter, Mr. A. J. Chang, Mr. C. C.
Ting, Mr. A. C. Loffis, Mr. H. D.
Robertson, Mr. P. W. Clayton, Mr.
and Mrs. Lockridge, Mr. G. J.
Forster, Mr. J. W. Huel, Mr.
A. Kowles, Mr. G. O. Harcourt,
Mr. A. C. Barton, Mr. W. L. Hunter,
Mr. W. Meakin and Mr. J. Mackie.

EXTRALITY ISSUE.

NO IMMEDIATE ACTION BY
THE UNITED STATES.

Washington, May 10.
It is understood that Mr. Stimson
will not take any immediate
action on China's request, made in
identical Notes addressed to the
United States, Britain and France,
asking for the renunciation of ex-
traterritorial rights.

The American Government,
however, will give the matter due
consideration before replying.—
Reuter's American Service.

KOWLOON'S TRAFFIC.

NEW ARRANGEMENTS MADE
FOR PARKING BUSES.

The almost daily increase in
Kowloon's motor traffic consequent
upon the rapid growth of the
population on the Peninsula has
been one of the greatest problems
to the authorities, particularly in
connexion with the parking
difficulties at the Star Ferry Pier,
where the provision of adequate
space for motor vehicles has be-
come rapidly more urgent.

During the past few years
various improvements to the much
congested condition of the traffic
in Kowloon have been made by
the authorities and additional
parking grounds set aside for the
convenience of owner-drivers, who
leave their vehicles at the Star
Ferry Wharf each day.

Not the least urgent, however,
has been the problem of provid-
ing an appropriate parking stand
for the numerous motor buses
which travel between the outlying
districts and the Ferry. Since
the bus services commenced some
years ago several experiments
have been carried out but have
quickly been outgrown.

Yet another scheme has now
been devised by the Traffic De-
partment for the buses and if
successful the plan, which the
authorities now contemplate will
be brought into force immediately.
The scheme will be given a trial
during the next ten days.

The first step towards improv-
ing parking arrangements was to
level the "island" opposite the
Star Ferry Wharf and it is this
piece of ground that will be
utilised as the terminus for
the bus service. It is intended
that the buses shall park on the
"island" instead of being drawn
up along both sides of the road
as at present.

No elaborate arrangements are
being made with the exception of
the erection of prominent signs
indicating the various routes.
These signs, incidentally, will
provide markings for the guidance
of the drivers in parking their
vehicles.

According to the plans the
"island" space will accommodate
17 vehicles which is slightly more
than can conveniently occupy the
stands now in use. The buses
will all arrive at the Ferry down
the road on the west of the ricksha
stand as usual and will take up
their places facing west in readi-
ness for immediate departure.

The buses will be lined up in six
different rows with routes No. 1
(to Shamshuipo) and 9 (to Mong-
kok) occupying the first positions.
The other routes will be allocated
places to suit the convenience of
all concerned.

THE SUN'S ECLIPSE.

OBSERVATIONS IN SUMATRA
PROVE SUCCESSFUL.

Swarthmore, Penn., May 10.
The Swarthmore College party
observing the sun's eclipse in Suma-
tra, in co-operation with the United
States Naval Observatory expedi-
tion in the Philippines reports by
wireless that the programme was
carried out successfully.—Reuter's
American Service.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO' ANTWERP,
LONDON, STRAITS and
PHILIPPINES.

The Steamship, "BENVORLYCH"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns
and/or extra hazardous Godowns of
The Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 13th May, will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 27th May, or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
11th inst., at 10 a.m., by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 6th May, 1929.

THE RAILWAY.

IMPORTANT BRIDGE BLOWN
UP BY TROOPS.

Already there has been for
Hongkong a serious outcome of the
struggle for Canton, the destruc-
tion of one of the important rail-
way bridges on the Kowloon-
Canton railway. This bridge was
blown up by Canton troops to
check an advance upon Canton by
pro-Kwangai troops along the line.
It may hold up the advance, but it
is also a serious interruption of
railway traffic, even after peace is
restored, for permanent repairs
will require some months.

The damaged bridge is over the
Shek Tan River, about three quar-
ters of the way to Canton from
Kowloon. It is one of the bigger
bridges on the line, consisting of
three spans, each a hundred feet
long.

It will be recalled that railway
service ceased suddenly a few days
ago, on instructions from Canton,
leading to the supposition that
Hsu King-long's troops, who are
pro-Kwangai, were astride the
railway. This supposition was
later confirmed. The pro-Kwangai
troops occupied Sheklung, which
is one of the important strategic
points. The Canton troops re-
treated towards Canton, and were
instructed to blow up the Shek
Tan bridge, which is about six
miles on the Canton-side of Shek-
lung. The latter place is about
70 miles from Kowloon.

MISSIONARY SEIZED.

CAPTURED AND CARRIED OFF
BY BANDITS.

Peking, May 10.
A message from Hankow says
that the Christian and Missionary
Alliance Headquarters have received
a telegram from the Rev. Edgar
Truax from Sungtso, Nanking, stating
that the Rev. Harry
Schwendener has been captured
and carried off by brigands near
Sungtso.

The local officials are taking steps
to effect his release. The Rev.
E. Truax is hopeful that these will
be successful. The U. S. Legation
has made representations to Nan-
king in connexion with the matter.
—Reuter.

P. & O. BRITISH-INDIA, APCAR AND
EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and
Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa,
Australasia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong (about)	Destination
MOREA	10,953	25th May	Bombay, M'les & London
LAHORE	5,252	1st June	Marseilles, London, A'werp, Rotterdam & Hamburg
DELTA	8,097	8th June	Marseilles, L'don & Hull
JEPPORE	5,318	15th June	Marseilles, London, A'werp, Rotterdam & Hamburg
KASPUTANA	16,568	22nd June	Bombay, M'les & L'don
PERIM	7,648	29th June	Marseilles & London
KASHGAR	9,005	6th July	Marseilles, London & Hull

Frequent connections from Port Said for Passengers & Cargo to
Constantinople, P'raus, Smyrna and other Levant Ports by Steamers of
the Ekdial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	8,949	12th May 3 p.m.	S'pore, Penang & Calcutta
TALAMBA	8,018	21st May	S'pore, Penang & Calcutta
TALMA	10,000	9th June	S'pore, Penang & Calcutta
SANTHIA	7,754	4th July	S'pore, Penang & Calcutta

B. I. Appear Line steamers have excellent accommodation for
1st and 2nd class passengers. All steamers are fitted with
wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	31st May	Manila, Sandakan, Thura,
ST. ALBANS	4,500	5th July	Island, Townsville, B'bane
ARAFURA	6,000	2nd Aug.	Sydney and Melbourne

Calla Iloilo & Carries Orchestra.

Regular Monthly Sailings from Hongkong to Japan and
Hongkong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hainan,
Cebu, Kalamangsan, Tawao, Timor, Darwin, or other ports en route as
indicated on the cards.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.,
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London
via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	12 May 6 a.m.	Amoy, Moji, Kobe, Yokohama & Osaka
ROBINSON COURT	—	21 May 18h	Shanghai, Moji, Kobe & Yokohama
GURNA	5,248	24th May	Moji, Kobe & Osaka
KASPUTANA	16,568	24th May	Shanghai, Moji, Kobe & Yokohama
SANTHIA	7,754	5th June	Moji, Kobe & Osaka
TILBINGTON COURT	—	10th June	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

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P. & O. Bldg., Connaught Rd., C. Agents.

Agents.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102, £83 via SAN FRANCISCO

£95, £80-10 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Siberia Maru Wednesday, 15th May.

Taiyo Maru Wednesday, 29th May.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Iyo Maru Monday, 20th May.

Shidzuoka Maru Monday, 17th June.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

</

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AND SHANGHAI

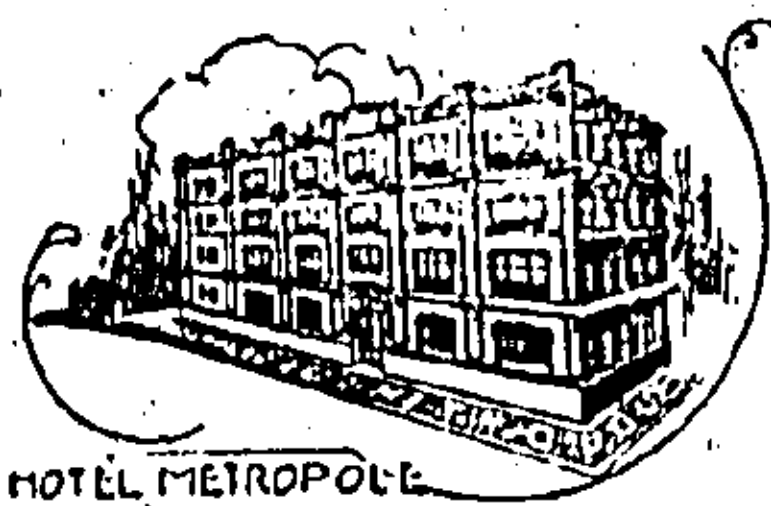
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Ideal Place for week ends.



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A first class Residential and Tourist Hotel with all the conveniences
of a home.

Bar and three Billiard Tables; two in New Billiard Saloon.

Moderate Terms: Families specially catered for.

MRS. J. H. OXBERRY,
Proprietress.

Hotel newly renovated.

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After dinner
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Tuesday, Thursday
and Saturday.

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LARGEST BALLROOM IN THE STRAITS.

Overlooking the Sea.

Hot and Cold Running Water.
Highest Quality Catering.

Modern Sanitary System
European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.

CABLES:—"RUNNYMEDE." WILLIAM HAROLD PERRY—Manager

BRITISH BURDENS OF WAR.

MOST HEAVILY TAXED
NATION.

OTHERS MUST SHARE ANY
FRESH IMPOSTS.

LABOUR POLICY.

London, May 10.
Britain has borne an excessive-
ly heavy share of the financial
burdens entailed by the War.

Great Britain made war
advances to her Allies amounting
to £1,600,000,000, and in order to
finance her Allies she borrowed
more than half that amount from
the United States.

Britain in 1922 funded her
debt to the United States on terms
with provided for full repayment
in 62 years, with back interest
from June, 1919, capitalised at
4½ per cent, and interest from the
date of funding at 3 per cent, for
ten years and 3½ per cent,
thereafter. The amounts due to
her were far in excess of her debt
due to the United States, but the
Balfour Note of August, 1922,
summed up the British policy on
the question in the following
sentences:

Policy Outlined.

"The policy favoured by His
Majesty's Government is that of
surrendering their share of
German reparations and writing
off, through one great transaction,
the whole of the inter-Allied
indebtedness. But if this be
found impossible of accomplishment,
we wish it to be understood
that we do not in any event desire
to make a profit out of it."

"In no circumstances do we pro-
pose to ask more from our debtors
than is necessary to pay to our
creditors. And while we do not
ask for more, all will admit that
we can hardly be content with
less. For it should not be for-
gotten, though it sometimes is,
that our liabilities were incurred
for others, not for ourselves."

Heavy Sacrifices.

"Food and raw materials were
required by the immense naval
and military efforts of Great
Britain, and the amounts advanced
to the Allies were provided not by
means of foreign loans, but by
war taxation. An appeal was
therefore made to the Government
of the United States and, under
the arrangement they arrived at,
the United States insisted that
though our Allies were to spend
money, it was only on our security
that they were allowed to spend it."

This co-operative effort was of
infinite value to the common cause,
but it cannot be said that the role
assigned in it to this country was
one of special privilege or ad-
vantage."

The sacrifices which this policy
details are reflected in the fact
that Britain is in the most heavily
taxed condition, and by all parties
it is insisted that the cost of any
further alleviation allowed to
Germany must not fall upon
Britain alone, but must be shared
proportionately by all the creditor
nations.—*British Wireless.*

Report Being Re-drafted.

Paris, May 10.

The creditor Powers have de-
cided temporarily to drop the
question of the distribution of
German reparation payments.

Sir Josiah Stamp, with Dr.
Schacht, is re-drafting the Com-
mittee's report embodying Dr.
Schacht's ideas of what safe-
guards Germany must have if she
is to pay the figure suggested by
Mr. Owen D. Young.—*Reuter.*

Labour Policy.

London, May 10.

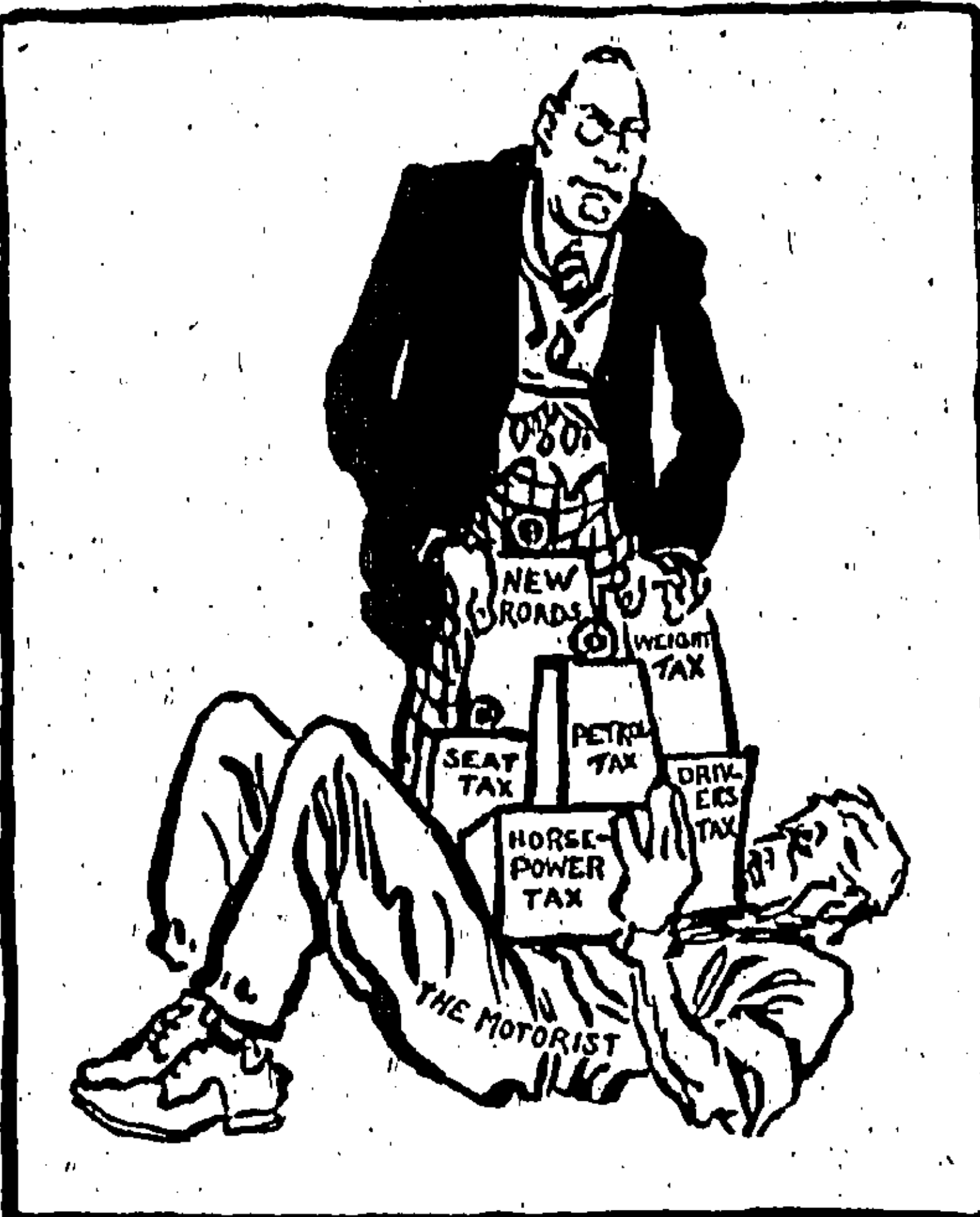
Discussing reparations in a
speech at Doncaster, Mr. Ramsay
MacDonald declared that the
Labour Party stood for complete
and final settlements of War
Debts all round. The Party was
not going to take on more burdens
unless it got equivalent
guarantees that the nations which
said they were unable to accept a
less contribution from their old
enemies proved their poverty by
spending less on armaments.—*Reuter.*

German Finances.

Berlin, May 10.

The Reichsbank returns show
that the covering in gold and
foreign currencies for the bank-
note circulation is only 41 per
cent, thus approaching the lowest
statutory level.

The recent increase in the dis-
count rate and restrictions in dis-
counting bills have not resulted
in the expected relief, and a new
increase in the bank rate is re-
garded as inevitable.—*Reuter.*



PILING IT ON.

FLEET SURRENDERS.

(Continued from Page 1.)

Canton Railway line from Shek-
lung, or of the Kwangsi forces
who were yesterday supposed to
be between Sam Shui and Canton,
can be obtained.

The Chinese merchant vessel
which arrived from Swatow at
daylight yesterday morning with a
large number of troops on board
and which anchored off Honam
Point opposite Shamen, landed
the troops at Honam this morning
without incident.

There are considerable move-
ments of troops within the city
and most of the public buildings
are occupied and troops are
stationed all the way along the
Bund. It was expected that the
Kwangsi troops would defeat the
Canton troops in the West River
district and march into Canton
almost unopposed; now it seems
rather as though the Canton
troops were being recalled into Can-
ton to make a definite stand here.

Aeroplanes Active.

This is quite the first time that
aeroplanes have been so exten-
sively used in warfare in the South.
All day long they have been going
up and down from the aerodrome
and circling over the fleet, besides
which several have been seen
going much further afield in the
direction of Sam Shui, probably
reconnoitring over the Kwangsi
forces.

There are still persistent re-
ports that Kwangsi aeroplanes
have been seen over Canton, but
these entirely lack confirmation;
so does a report which says that
two aeroplanes have been wrecked
this morning at the Tai Sha Tau
aerodrome in a collision.

British Marines Land.

4.10 p.m.
The Shamen Bund has just
been closed and a few British
Marines landed.

Aeroplanes threatened to bomb
the fleet just off Shamen if they
did not surrender at 3.30 p.m.

Several aeroplanes have just
passed over the fleet and one in
particular was observed to swoop
and pass very low.

Gunboats Surrender.

At the same moment, all the
ships have run up the white flag,
and I presume this means surren-
der. The aeroplanes are still
circling overhead, but no bombs
have been dropped. The foreign
gunboats are partly cleared for
action, but no trouble is expected,
and this is merely a precautionary
measure.

Government Officials Leave.

A number of the more important
Government officials are reported
to be on board the Talsihan sailing
for Hongkong at 4.30 p.m. The
reins of government have been
offered to several officials within
the last two days, but so far there
have been no takers.

In particular, the Ministry of
Finance is without a head, and it
is felt that in capable hands the
Central Bank notes would prob-
ably recover. It must not be
forgotten that there are still
twenty million dollars to be
collected from the merchants in
taxes; if these are paid entirely in
silver, at least the recently chop-
ped notes should be re-established.
Large quantities of silver coins
have been pouring into Shamen
throughout the day, in particular,
the Bank of Taiwan has received a
tremendous quantity.

False Alarms.

There were two panics this
morning on the Bund, but both
proved to be false alarms. They

THE DISSOLUTION OF PARLIAMENT.

REASSEMBLY FIXED FOR
JUNE 25TH.

London, May 10.

A Royal Proclamation orders
the new Parliament to assemble on
June 25th.—*Reuter.*

London, May 10.

H.M. the King resumed official
business to-day in connexion with
the dissolution of Parliament,
and held a Privy Council at
Cragwell House, which was in
telephonic communication with
Parliament.

The Lord Chancellor read the
Speech from the Throne at West-
minster, after which the Privy
Council signed the proclamation
of dissolution, at Bognor.

The state of the parties at the
time of the dissolution is as fol-
lows:

Conservatives, 398.
Labour, 168.
Liberals, 45.
Independent Liberal, one.
Irish Nationalist, one.
Independents, 3.
Constitutionalists, 2.
Communist, one.
Prohibitionist, one.—*Reuter.*

THE DAVIS CUP.

HUNGARY WINS EASILY
OVER NORWAY.

Oslo, May 10.

In the concluding match of the
first round of the Davis Cup Com-
petition, Hungary defeated Nor-
way by four matches to one.—*Reuter.*

British Successes.

Warsaw, May 10.

In the second round of the
Davis Cup Competition, Britain
has so far secured two singles
victories over Poland.

Austin (Britain) beat Tar-
nowski (Poland) 6/1, 6/1, 6/1;
and Hughes (Britain) defeated
Stolarow (Poland), 7/6, 6/1, 6/2
—*Reuter.*

CLEAR TO CLOUDY.

The weather forecast till noon
to-morrow is:—North-east winds,
moderate; clear to cloudy.

seem to have been occasioned by
the landing of the troops from
Swatow from the merchant vessel
which has been lying off Honam
Point since yesterday morning.

These troops landed in Honam
and their appearance there created
a panic on the Canton side when
the soldiers took up their positions
on the Bund and levelled their
rifles across at Honam.

All the civilians ran to take
shelter, but the mistake was soon
discovered and order re-established.
A similar incident occurred
shortly afterwards.

Business continues for foreign
firms and commercial telegrams
are still accepted at the Telegraph
Administration. Some inconven-
ience has been caused to silk
exporters owing to the fact that
no silk has arrived from the
country since Wednesday. The
new season has only just com-
menced and there are very heavy
shipments to be made during May.
However, it is not expected that
the present situation will last
many days.—*Our Own Correspondent.*

A GREAT DRAMA OF EVERY DAY LIFE!

Perhaps in your own home this problem exists.
The husband who starts with promise of
greatness ... beaten down in the struggle of
life ... the wife who tries to lift him up
from "The Crowd."

KING VIDOR'S

Production

with
James Murray
Eleanor Boardman
Bert Roach

THE CROWD



DIRECTED BY
THE MAN WHO
MADE—

"THE BIG
PARADE"

A Metro-Goldwyn-Mayer picture

NOT A WAR PICTURE: A DRAMA OF
PEACE EVERY BIT AS ABSORBING!

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

DOUGLAS FAIRBANKS

in The

THIEF of BAGDAD

A GLORIOUS FANTASY OF
The ARABIAN NIGHTS

A story of the most fascinating and adorable
rogue in the realm of fancy!

AT THE
WORLD

Orchestra 5.15 & 9.20.

TO-DAY AND
TO-MORROW
Interpret 2.50 & 7.15.

A BRILLIANT, ROYAL LOVE STORY!

THE
ROMANCE
OF 1001
THRILLS!

RAMON
NOVARRO
NORMA
SHEARER

in

THE

STUDENT PRINCE

IN OLD HEIDELBERG

RAMON NOVARRO'S
FINEST ROLE SINCE

"BEN HUR"

AT THE

STAR

TO-DAY & TO-MORROW

At 2.30, 5.30 & 9.20



Just
the
Very
Brand.

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